

CYCLE news

VOLUME VII NUMBER 36

Western Edition

September 22, 1970

GENE ROMERO:



25¢

Grand National Champion

CYCLE NEWS
2499 Cerritos Ave.
Long Beach, Ca.
90806
(213) 427-7433

NEWSPAPER

REGULARLY SCHEDULED EVENTS

ATTENTION PROMOTERS:
For Listing in this column call or write:
Tom Walsh at CYCLE NEWS
Box 498, Long Beach, Ca. 90801
(213) 427-7433

EVERY WEDNESDAY NIGHT

FLAT TRACK & TT RACING, at Orange Co. Speedway. Take S.D. Fwy to Valencia or S.A. Fwy to El Toro road to Valencia, right to track. Gates open 6 p.m. Sign up closes 7:30 p.m. 1st race 8 p.m. 125, 250, 500 & Open Classes, Am. & Expert. ACA Sanction.

Motorcycle Jackpot racing (Motocross) River Ridge course, 2 miles east of Zillar, turn at the "Teapot" service station, follow markers. Classes - 125cc, 250cc, over 250cc. Entry fee \$1.00. Race - 7:00 until dark.

EVERY FRIDAY NIGHT

CLASS A Speedway Racing at Orange County Fairgrounds, Costa Mesa. Gates open 7 p.m., Racing 8 p.m. Free parking and programs.

EVERY SATURDAY NIGHT

TT RACING, Elsinore Race Track. Gates open 3 p.m., races start 7:30 p.m., Off Hwy. 71 in Elsinore, Cal.

3rd SUN. OF EVERY MONTH

Deadman's Point, Apple Valley, Cal. - 3rd Sunday, Motocross - all classes, 8 a.m. prac. - 10 a.m. start. \$1.00 Entry Fee - Info: (714) 247-7473 (eves.).

1st SUN. OF EACH MO.

MOTO-X RACING at H.B. Cycle Park by H.R.A., P.O. Box FA, Westminster 92683. Mail entry \$3.00 by Wed. prior. Post entry \$6.00. Non-members ride expert. 3 number plates. Signup 8-10. 7561 Talbert, Huntington Beach.

2nd, 3rd & 4th SUN. EA. MO.

TT RACES at H.B. Cycle Park by H.R.A. \$2.25 members. Non-members ride expert. 3 number plates. Signup 9-10:30. 7561 Talbert, Huntington Beach.

COURSES FOR RENT

ADELANTO T.T. TRACK

Available for club meets (sanctioned events only). Suitable for cycles and mini-bikes. Hwy. 395, 8 miles West of Victorville. For info. (213) 927-3860.

WEDNESDAY, SEPT. 16

MOTOCROSS at River Ridge, 2 mi. E of Zillar, Wash. Turn at "Teapot" service station, follow markers. \$1 entry. Racing 7-dark.

TT & FLAT TRACK at Orange Co. Speedway. Gates open at 6, sign up closes at 7:30. Racing at 8. ACA sanct.

THURSDAY, SEPT. 17

RIDE WITH THE BEST



MOTOCROSS

SEPT. 20th - SADDLEBACK

SEPT. 27th - CARLSBAD

- RAIN or SHINE -
3+ Plates Req.

Gates open at 7:30 a.m., racing at 10:00 a.m.

CMC MEMBERSHIP REQ. \$5.00
Mail Entry, \$10.00 Post Entry.
Mail to CMC, Box 1402, Costa Mesa, Calif. 92626. Mail Entries close 5 days prior to each event.

CALENDAR

CMC MOTOCROSS at Ascot Park, Gardena, Calif. Gates open 5:30 pm, 1st race at 7 pm. CMC membership and three readable number plates required.

TT AND FLAT TRACK at Trojan Speedway, South Gate, Calif. 100, 125, and 250cc classes. Gates open 6 pm, 1st race at 7:30 pm. Info: (213) 923-9132.

FRIDAY, SEPT. 18

SHORT TRACK at Orange County Speedway. Jr. and Sr. trophies, cash. Gates open at 6 p.m., practice at 7, first race at 8.

HALF MILE RACES at Ascot Park. New rooster tail track. Adults \$2.95, Juniors \$1, under 8 free.

SPEEDWAY RACING at Orange County Fairgrounds in Costa Mesa. 8 pm.

SCRAMBLES by Hi Hats M.C. at Vallejo Speedway. AMA sanct. \$2 per rider per bike. Class C traction. Signup 5-6:45 p.m., practice 6-7, racing at 8.

MOTOCROSS at Hangtown Speedway, El Dorado County Fairgrounds, in Placerville, Calif. Trophies for Jrs; Cash for Sr. Signup 5:30 to 7 p.m., racing at 7:30.

SATURDAY, SEPT. 19

SPORTSMAN SHORT TRACK by Valley M.C. at Cycleland Speedway, 14 miles S. of Chico on Hwy 99E and Gage Shippee Rd. AMA sanct. Info: (916) 342-4216.

SCRAMBLES by Hayward M.C. at Hayward Speedway.

AMA FLAT TRACK NATIONAL at Ascot Park. \$6000 prize money. Practice at 6 p.m., racing at 8. Pts. toward National championship.

MOTOCROSS by Fresno M.C. at Kearney Bowl in Fresno. Gates open at 4:30, pract. at 5:30 with racing at 8.

EUROPEAN MOTOCROSS at Hangtown Speedway, El Dorado County Fairgrounds, Placerville, Calif. Races begin at 7:30. Admission \$2, Entry \$2 (Jr.), \$4 (Sr.) Jrs. ride for trophies, Srs. for cash. Info: (916) 622-0209.

TT RACING at Elsinore Race Track. Gates open at 3, races at 7:30. Off Hwy 71 in Elsinore, Calif.

SAT. & SUN., SEPT. 19 & 20

GOLD COAST TOUR by Salinas Ramblers M.C. with first check point at 317 W. Market St., Salinas. \$4 entry ends Sept. 12 to 3201 Martin Circle, Marina, Calif. 93933. Post entry \$5. Entry blanks and Info: 317 W. Market St., Salinas. Must have AMA card.

SUNDAY, SEPT. 20

MOTOCROSS by CMC North at Champion Raceway in Brisbane, Cal. off US 101. \$5 mail entry, \$10 post. Admission \$2.50. Pit passes \$1. Mail entry closes 3 days prior to races. Info: (415) 682-3543.

SHORT TRACK by Rainier Sportsman's M.C. at Rainier Rodeo Grounds, Rainier, Wash. On Hwy 507 between Yelm and Tenino. Signup noon, 12:30 p.m. pract., races at 1. AMA sanct. Info: (206) 446-2401.

TT RACES by Ashland Lancer M.C. at Ashland, Ore. Southern Oregon Championships. Info; P.O. Box 739, Ashland, Ore. 97520.

CMC MOTOCROSS at Saddleback Park. \$5 mail entry to CMC, Box 1402, Costa Mesa, Cal. 92626 closes Sept. 15. Post entry \$10. Gates open, at 7:30 a.m.; racing at 10. 3 No. plates.

MOTOCROSS at Arlington Moto Park in Arlington, Texas. Admission \$2.50, entry fee \$1.50 for beginners, \$3 for pro. Info: (817) 262-3825.

MOTOCROSS by Cal-Am MX Club at Cal-Am Raceway in Sacramento. \$2 admission, \$4 entry. Signup 7:30-10 a.m., practice 9:15 to 10. Racing at 11. AMA sanct. Info: (916) 446-5059.

MOTOCROSS by River Ridge Association, 2 miles east of Zillah, Wash., on Hwy. 12, turn at Teapot service station and follow markers. Riders meeting at noon, first race at 1. \$3 entry. All classes.

SCRAMBLES by Sportsman M.C. at Saddleback Park. AMA sanct., Dist. 37 pts. Lightweight signup and practice at 8 a.m., big bikes at noon. Info: (213) 432-4415.

MINI BIKE RACES for all classes at Indian Dunes. Signup 8-9 a.m., practice 9-9:45, racing at 10. Info: (213) 892-5725.

MOTOCROSS at San Pedro Motocross Park, east of Sierra Vista on Hwy 90, 1.3 miles past San Pedro River. \$300 cash purse. Info: (602) 458-2976.

HARE SCRAMBLES, Cat Nip 1, by Cactus Cats M.C. lited 5 miles N. of Adelanto and 20 miles S. of Four Corners on Hwy 395. 9 a.m. Lemans start. District 37 pts.

MOTOCROSS by IRE at Bay Mare. First All Junior Day with 3 divisions. Mail or post entry \$5, to IRE, 13902 Hamlin St., Van Nuys, Cal. 91401. Info: (213) 780-0051.

MOTOCROSS at Dead Man's Point near Apple Valley, Cal. 8 a.m. practice; racing at 10. \$1 entry plus admission. Info: (714) 247-7473 at night.

MOTOCROSS Championship for Calif. by EBRA in Ensenada, Mex. No cards needed. Mail \$3 entry to PO Box 731, Ensenada, Baja, Mex. \$5 post. Camping on beach with practice Sat. and racing Sun. at 10:30. Info: 83237 in Ensenada, Mex.

MOTOCROSS by Jack Rabbit M.C. at Sea Breeze Park in San Clemente. AMA sanct., Dist. 37 pts. Post entry only. Signup 7-9, pract. 8-10 all classes. Turnoff Avenida Pico on San Diego Freeway, follow signs.

SPEEDWAY RACING at San Gabriel Valley Speedway, 4900 Rivergrade Rd., Irwindale, Calif. 1/5 mile oval track. Racing begins at 3 p.m.

WEDNESDAY, SEPT. 23

MOTOCROSS at River Ridge, 2 mi. E of Zillar, Wash. Turn at "Teapot" service station, follow markers. \$1 entry. Racing 7-dark.

TT & FLAT TRACK at Orange Co. Speedway. Gates open at 6, sign up closes at 7:30. Racing at 8. ACA sanct.

THURSDAY, SEPT. 24

CMC MOTOCROSS at Ascot Park, Gardena, Calif. Gates open 5:30 pm, 1st race at 7 pm. CMC membership and three readable number plates required.

TT AND FLAT TRACK at Trojan Speedway, South Gate, Calif. 100, 125, and 250cc classes. Gates open 6 pm, 1st race at 7:30 pm. Info: (213) 923-9132.

FRIDAY, SEPT. 25

TT RACES at Orange County Speedway. Jr. and Sr. trophies, cash. Gates open at 6 p.m., practice at 7, first race at 8.

SCRAMBLES by Hi Hats M.C. at Vallejo Speedway. AMA sanct. \$2 per rider per bike. Class C traction. Signup 5-6:45 p.m., practice 6-7, racing at 8.

MOTOCROSS at Hangtown Speedway, El Dorado County Fairgrounds, in Placerville, Calif. Trophies for Jrs; Cash for Sr. Signup 5:30 to 7 p.m., racing at 7:30.

HALF MILE RACES at Ascot Park. New rooster tail track. Adults \$2.95, Juniors \$1, under 8 free.

SPEEDWAY RACING at Orange County Fairgrounds in Costa Mesa. 8 pm.

SATURDAY, SEPT. 26

SPORTSMAN SHORT TRACK by Valley M.C. at Cycleland Speedway, 14 miles S. of Chico on Hwy 99E and Gage Shippee Rd. AMA sanct. Info: (916) 342-4216.

SCRAMBLES by Hayward M.C. at Hayward Speedway.

HALF MILE by Visalia Ramblers at Tulare Co. Fairgrounds. 12th annual. AMA sanct. class "C" event. Practice at 5, racing at 7. Info: write Visalia Ramblers, 229 S. Vista Ave., Visalia, Calif.

MOTOCROSS by Fresno M.C. at Kearney Bowl in Fresno. Gates open at 4:30, pract. at 5:30 with racing at 8.

EUROPEAN MOTOCROSS at Hangtown Speedway, El Dorado County Fairgrounds, Placerville, Calif. Races begin at 7:30. Admission \$2, Entry \$2 (Jr.), \$4 (Sr.) Jrs. ride for trophies, Srs. for cash. Info: (916) 622-0209.

TT RACING at Elsinore Race Track. Gates open at 3, races at 7:30. Off Hwy 71 in Elsinore, Calif.

SAT. & SUN., SEPT. 26 & 27

CROSS COUNTRY RUN for motorcycles and dune buggies by Southern Nevada Off Road Enthusiasts (S.N.O.R.E.) in Las Vegas, Nev. Start at Stardust Raceway. Entry \$100.00; 60% purse. Mail to P.O. Box 4394, Las Vegas, Nev. 89106. Info: (702) 384-3566.

(Please turn to pg. 26)

NOW AT SADDLEBACK

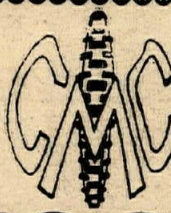
ORANGE COUNTY'S MOTOR PLAYGROUND

Watch for
two big events
on Sept. 20th

A.M.A. Scrambles
(Sportsman M.C.)
C.M.C. Motocross
Oct. 4th
A.C.A. Motocross
HOURS
8:00 A.M.--5:00 P.M.
Closed Tues. & Wed.
Admission \$2.50; Minis \$1.50

SADDLEBACK
Park

BOX 2455, ORANGE, CALIFORNIA 92667
Newport Fwy. to Chapman Ave.,
east to Santiago Canyon Blvd.,
turn right, 1 1/2 miles to entrance
opposite state fire station.
Phone (714) 639-5832.

Another  Thursday
First For **NIGHTS**

MOTOCROSS

Every Thursday

\$400. purse

ASCOT PARK

183rd & VERMONT OFF HARBOR & SAN DIEGO FREEWAYS

Pit gate open 4:30 pm
Pit gates and entries close 6:00 pm
Gates open 5:30 pm
1st race 7:00 pm
CMC membership
3 large readable # plates

The PROFILE of a CHAMP



Chuck Palmgren (left), winner of the Sacto Mile last year, assists this year's victor, Gene Romero.

SACRAMENTO, CALIF., Sept. 13, 1970 — Gene Romero, the not-too-flashy but consistent Expert made his come-from-behind charge for the Grand National Championship complete today by totally crushing the rest of the field on hand for the AMA National Dirt Track Mile Championship in all respects.

By winning, combined with the 15th place finish of Jim Rice, Romero has now clinched the coveted Number One plate for 1971 and made off with an estimated \$5000 in prize money to boot.

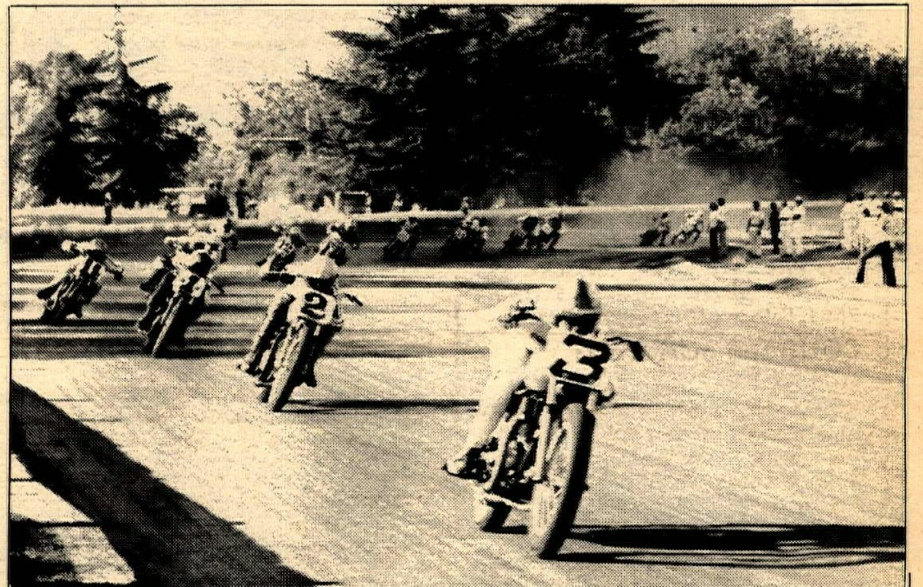
Romero grabbed prize money with the fastest qualifying time, a victory in the first heat race, and a wire-to-wire victory in the 50-lap Main.

With only two remaining nationals on tap, Romero holds a 57 point lead over second place Rice and only 52 total points are available.

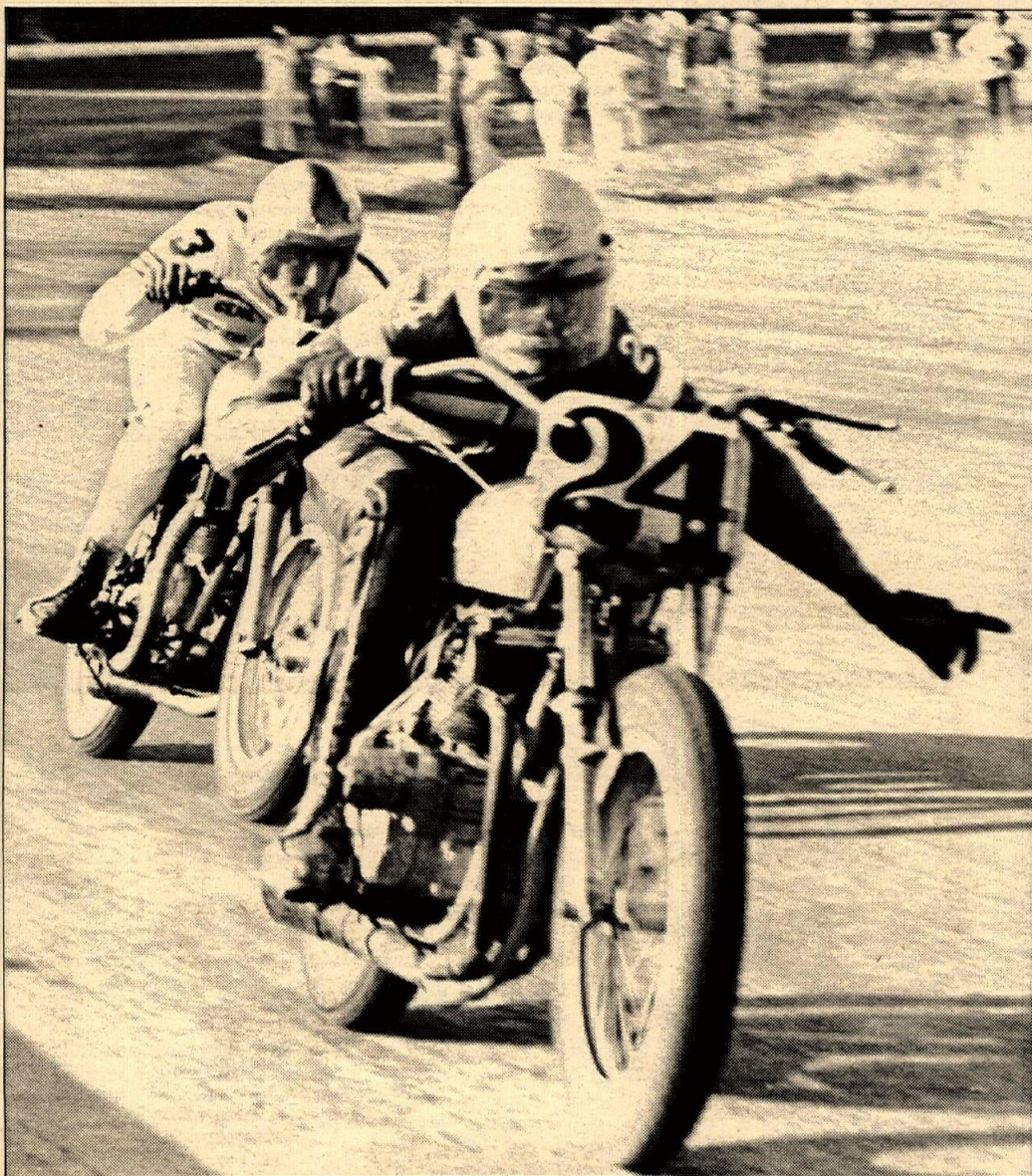
The San Luis Obispo resident began following the National circuit in 1965 as an Amateur and turned Expert the next year. In 1968, the 22-year-old Romero won his first National and waited until late this season to garner his next win.

Last year, Gene was second place in the National Points Standings behind Mert Lawwill's 672 total. In 1969, Romero had 579 as compared to his current 622 total.

For a complete report on the Sacramento Mile, please turn to pages 16 and 17.



In the early stages of the Expert Main it was 3-2-1...Romero, Mann and Lawwill.



This was the story of the season at Sacramento. Gene Romero (3) passes Jim Rice (24) in both the race and the Point Standings. When it was over, Gene had won the race and the Grand National Championship.



Romero taking second checkered of year and third of his career in Nationals.

Cycle news

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PROSPECTORS RIOT?

My family and I have attended many well run and well organized desert and motocross races in the past. We have been impressed by the friendliness and good attitude of all we came in contact with and just lately our son has been entering some races. My son was entered in the Motocross race at Bay Mare, sponsored by the Prospectors, Sun., 9-13. All seemed well until it was announced that only the top 10 riders in each of the 3 Junior 250 divisions would be permitted to run in the 3rd moto. I checked and was referred to the starter, a Prospector. Meanwhile at least

and inefficiently operated so as to create a virtual criminal act of ignorance of the safety needs of both riders and spectators.

The feeling of disgust I had for the manner in which the Tulare non-race was handled was well primed from the beginning. My wife and I arrived in Tulare at 4:15 pm and were at the track at 4:30 pm blissfully awaiting ticket sales which were advertised to begin at 5:00 pm. We were informed by one of the men setting up the two ticket booths that both general and reserved tickets would be sold from both booths. As we had previously decided to take a chance on reserved tickets one more time, (in the past my luck with reserved

voices

one rider whom my son beat in the first 2 motos was allowed to run in the 3rd moto. Upon protesting to the starter, he said it was his decision to eliminate the balance of the field for the 3rd moto. I told him that we paid our entry fee and had come to race 3 motos and that it was not fair and hell of a lousy way to run a race, and I wanted our entry fee back. I was then slugged and knocked to the ground by the starter. While trying to defend myself, several Prospectors joined the abtble and proceeded to beat me in the mouth, scratch my face to a bloody mess, gouge my eyes, kicked me in the head and ribs and knee and some rugged Prospectors pulled approx. 3 square inches of hair from my scalp.

My wife and son-in-law finally managed to pull enough green shirts off me to allow me to retire from the field. After this Hell's Angel type beating, many other entrants came to me and said that they, too, were very unhappy with the way they had been eliminated from the 3rd moto.

It seems that the bike people have enough problems with their image as it is, without this kind of treatment from a sponsoring club.

Needless to say, no more Prospector events for us.

Name withheld in Fear

PROMOTION GRIPE

Mr. Harold E. Murrell
Kearney Bowl
505 West Kearney Blvd.
Dear Mr. (Harold E.) Murrell:

Please find enclosed two (2) reserved seat tickets for the Half-Mile National Championship race which was to have been held on the evening of August 1, 1970, in Tulare, California. As you are well aware, I was unable to get much use out of them. In addition, I am sending the cover of the "Official Program" costing me one dollar which was equally useless.

My first inclination, after hearing the offer to trade the Tulare tickets for equal value tickets to either the Sacramento or Ascot Nationals to be held in California later this year, was that I had suffered through the last AMA sanctioned motorcycle abortion that I was able to without the possibility of developing some of the same attitudes exhibited by some of the more demonstrative fans on that most unfortunate evening at Tulare. I shudder to recall some of the events of recent years as I watched and competed in races which were so poorly organized

seats had resulted in being assured of an assigned seat behind a post or some other such opaque object), and as we were among the first of the persons arriving to purchase tickets, we proudly took a position at the head of the line at the nearest ticket booth. We stood in line in heat in excess of 100 degrees until after 5:30 pm (remember the advertised 5:00 pm ?) when it finally appeared that someone was going to start to sell tickets.

Imagine, if you can, two lines of people who have been waiting for up to one hour to buy tickets of unspecified nature from either of the two booths (remember the nice little man who said we could get either ticket at either booth?) and try to feel the shock of seeing another little man put a sign in the window of the booth on the right which read "Reserved and Box Seats". Imagine yourself as wanting a reserved seat and being at the head (first one at the track) of what had just become the general admission box. Thank you, little men of the world. Through the compassion of a man in somewhat the same position as me, I was able to trade lines. Others weren't so lucky and found themselves at the end of the other line.

One would think, or at least hope, the overwhelming lack of consideration for people who support races and race promoters would ease up once the focal point of their concern with us (our money) came within their grasp, but we were forced to stand outside a locked gate in that same 100 degree heat for another hour while no one was able to straighten out the confusion concerning just who had enough guts to make the decision to open the gate and let some 250 perons get some relief from the extreme heat which caused at least one small child near me to vomit.

I won't go into the little inconveniences as the evening dragged on, but I have to thank the announcer who had the foresight to get the hell out while the getting was good. Had Mr. Agajanian been seriously injured, he

would owe much of the blame to same announcer who managed to keep 7,000 race fans in the dark about what was going on. He must have set a record for silence as we didn't find out what was holding things up until 9:30 pm.

That was my first inclination, but after thinking about it for these two weeks, I have decided to try again. Please exchange these tickets for the September National in Sacramento.

Motorcycles and the sport have improved at fantastic proportions in the last ten years, would that the craft of promoting follow suit,

ROBERT BORZELLERI
Sacramento

Pressgrove Dies In Crash

LOUISVILLE, KY., Sept. 12 - Ken Pressgrove of Topeka, Kansas, youngest member of the BSA racing team, died of injuries received when he was unavoidably struck by another motorcycle in the first lap of the \$6,200 AMA Race of All-Stars at Louisville Down. An extra large field of 18 riders started the feature race on the half-mile track, where ABC-TV was filming for Wide World of Sports. Dave Sehl also suffered a severely cut leg in the crash.

Belgium Wins Trophee

KNUTSTROP, SWEDEN, Sept. 13, 1970 - Rain and mud took a drastic toll on many of the teams competing here in the Trophee Des Nations, a motocross event for the team championship of the world which was won by Belgium. The heavy downpour resulted in many teams and individuals winding up DNF on the scoring sheet including the American trio of Bob Grossi of Santa Cruz, Dick Robbins of Pontiac, Mich., and Mark Blackwell of Santa Monica.

The American team had engine troubles which, coupled with the weather, forced them out of competition.

Sponsorships For Stars

LA MESA, CALIF., Sept. 10, 1970 - Inter-Am enterpriser Edison Dye announced today that five American motocross racers chosen from the top finishers in the current Inter-Am and Trans-AMA series are to be offered factory backing from five different brands for a full-scale assault on the Motocross Des Nations in Europe next year.

The top three Americans in the Inter-Am and the National Champion and runnerup in the AMA series would each be offered sponsorship, transportation and a works bike.

The LAGP is now accepting entries for the event set for Nov. 1. Because of the large number of entries last year and the time allowed for the event, all entries must be pre-entered. There are 27 start positions opened for the Western States Experts or Senior professionals in the 500cc Senior Internationals. Junior entries are also limited.

The 27 best entries and factory entered teams will be chosen for the 500cc Senior International. Therefore, factories and factory distributors are requested to apply immediately as there will be a starting field of only 40 machines and riders.

For more information, contact International Motocross, 4790 Palm Ave., La Mesa, Cal., 92041 or phone (714) 460-1281.

Bailey Wouldn't Pay Off

CARSON, CALIF., Sept. 9, 1970 - Bob Bailey, whose Cycle Land was recently voted down by the city's planning commission, has alleged that the special use permit he was seeking was refused because he would not pay a bribe to several officials. The allegations of soliciting bribes came to light Wednesday in a letter to the city of Carson from Bailey.

Bailey alleges in the letter that Fred Ex, a former Carson parks commissioner, approached him for a payoff to assure approval of a permit allowing development of a motorcycle racing track on what formerly was a 13-acre golf course.

In his letter, Bailey says: "The evening of Aug. 25, when our hearing was to come up, during the recess, Mr. Fred Ex came up to me and said that we had not paid off therefore our permit would be denied."

Ex was one of four persons arrested on charges of bribery and soliciting a bribe for whom a preliminary hearing has been set for Oct. 27. Also arrested were George Coloma III, an environment commission member, and Councilman Dan Spence, whose younger brother, Tom, surrendered last Friday on a warrant for the same charges issued while he was vacationing in Hawaii.

Kniefel Jumps To H-D

LOS ANGELES, CALIF. - Evel Kniefel, the number one motorcycle daredevil of the world, is now trusting his life to the number one motorcycle, Harley-Davidson. Kniefel completed two successful jumps in New Jersey recently aboard the stock 750cc XR, which he has painted red, white and blue. A third jump is scheduled at Lancaster Speedway in Pennsylvania. H-D will be the featured bike in the new movie of Evel's colorful life, titled "Color Me Lucky," starring George Hamilton, scheduled for release June 30, 1971.

Trojan Benefit Race

SOUTH GATE, CALIF., Sept. 14, 1970 - Trojan Speedway has declared the races for Saturday night, Sept. 26, to be a benefit for Bill Rich, a racer who was injured here several weeks ago. Three complete races including minibikes and min stock cars will begin at 6:30 p.m. with all proceeds going to Rich, a father of five children. Gates will open at 4 in the afternoon with a \$2 admission plus any other donation.

Hope For The Indian

GARDENA, CALIF., Sept. 14, 1970 - One of the few real heavyweights of motorcycle management, Joseph Hope, has joined the new distribution company handling Indian motorcycles as Sales Manager. Hope was one of those chiefly responsible for the sales comeback of BSA in the west when he managed that brand's marketing in 1967 and '68 and helped put Norton back on the charts last year as sales manager for Norton-Villiers Co. Lately he was with Steens, Inc., Rickman/Ceriani Distributors.

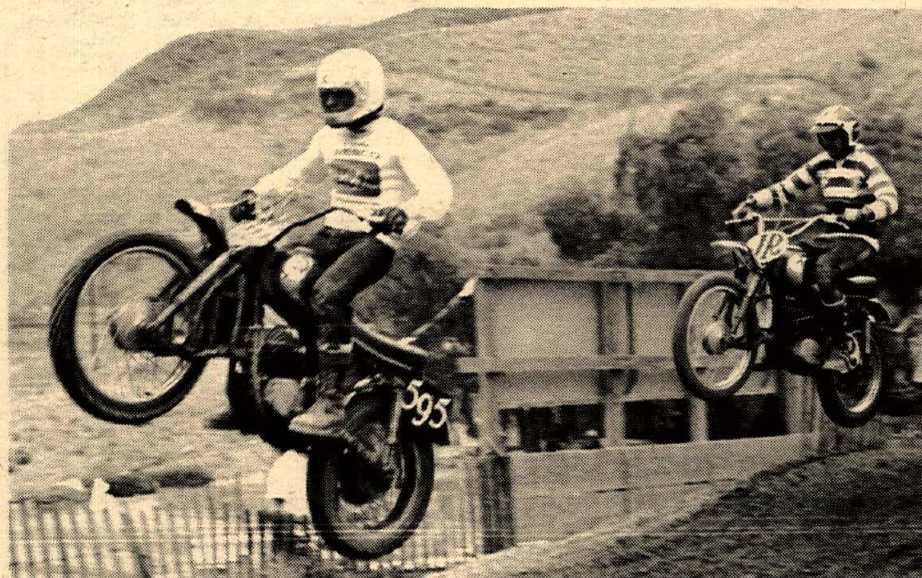
Besides its well-known line of minibikes and the popular "Boy Racer", Indian has a new 100cc motosport model here and a 175cc Enduro on its way. Address of the new Indian Motorcycles Inc. is 1535 W. Rosecrans, Gardena, Calif. (213) 532-7374.



ORANGE COUNTY, CALIF., Sept. 9, 1970 — Scott Smith is beginning to prove his superiority at Orange County Speedway with four more main event wins tonight. But, Smith didn't gain all the glory as Steve Nichols won the two remaining Senior races and placed second behind Smith in the other four, to give the K&N racing team of Riverside a clean sweep during "Championship Night" action. Story and photo by Rich Hoffman. (Results on page 24).

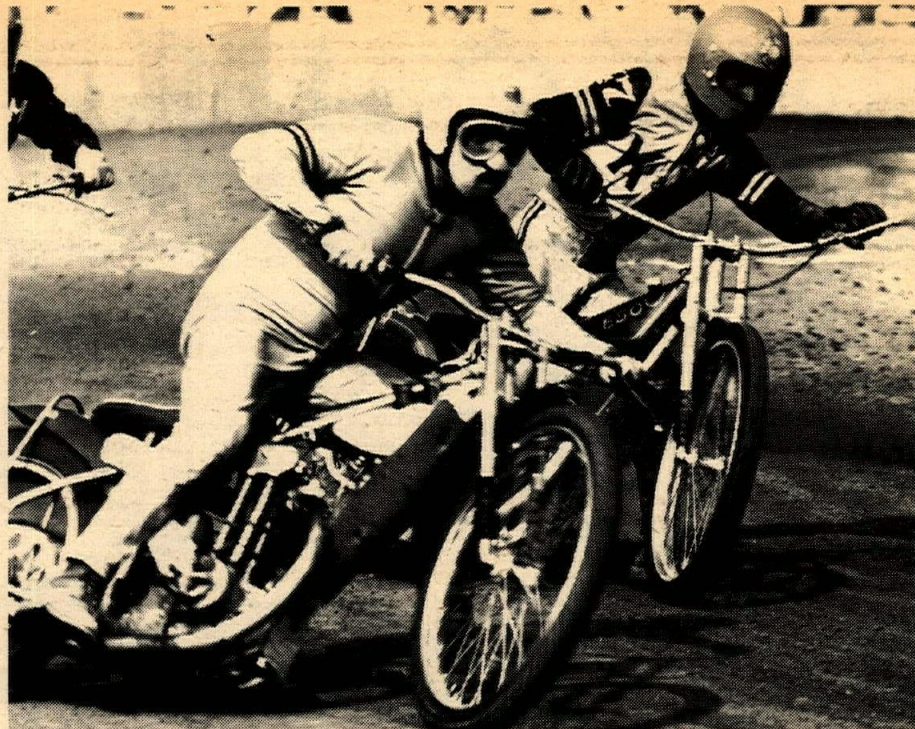


ADELANTO, CALIF., Sept. 13, 1970 — Pictured above, Richard Sweaney leads Steve Nichols in the 100 Amateur/Expert class at this Sunday's District 37 TT Scrambles. Sweaney went on to win the event, with Nichols taking second. Jim Connolly took the honors in the featured Open Expert moto, as well as the Open Sweepstakes event. Results on page 24. Photo by Manuel Burton.



MOORPARK, CALIF., Sept. 13, 1970 — There was no gold at Bay Mare Sunday, but the Prospectors turned out in force anyway. They put on a race there and the motos clicked off with hardly a glitch. But although they did a good job, one mistake was made that will probably net them a lot of nasty letters: They put too few people in each division so that there were five divisions of 125cc and three divisions of 250cc Novices. They were obviously going to run out of time so in the end they held only two motos and then a main event. This doesn't jive with District 37 motocross rules and a lot of riders were unhappy. A few riders were unhappy enough to demand their money back which lead to one participant being severely beaten by 10 or 12 Prospectors. The beating was finally halted by a Sheriff's deputy, but not before the rider sustained many injuries. Where was the District 37 referee?

The Amateur/Expert events were all hotly contested, including an outstanding duel in the 125cc class between Larry Shoemaker and John Rice. Shoemaker ended up with the victory, while Bob Messer took the 250cc class and Bill Payne the 500cc go. Results on page 24. Report and photos by Dave Smead.

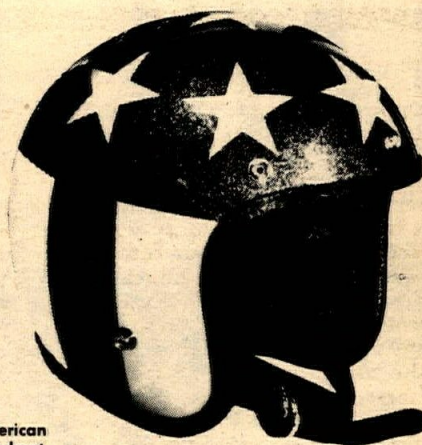


SAN GABRIEL, CALIF., Sept. 13, 1970 — Many of the top riders were out Sunday for speedway action at San Gabriel Valley Speedway. Pictured above (taking the inside) is Scott Autrey who took second in the Handicap Main and a third in the Scratch Consolation. Stu Morley was the only double winner with firsts in both the Handicap Main and the Scratch Consolation. Story and photo by Steve Reyes. (Results on page 24).

Grant

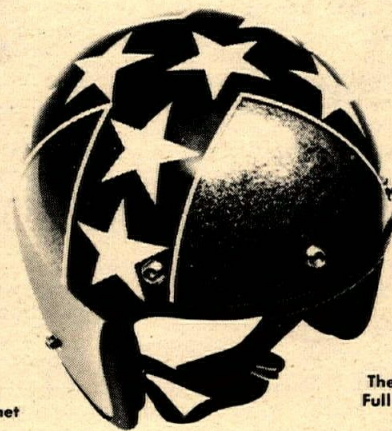
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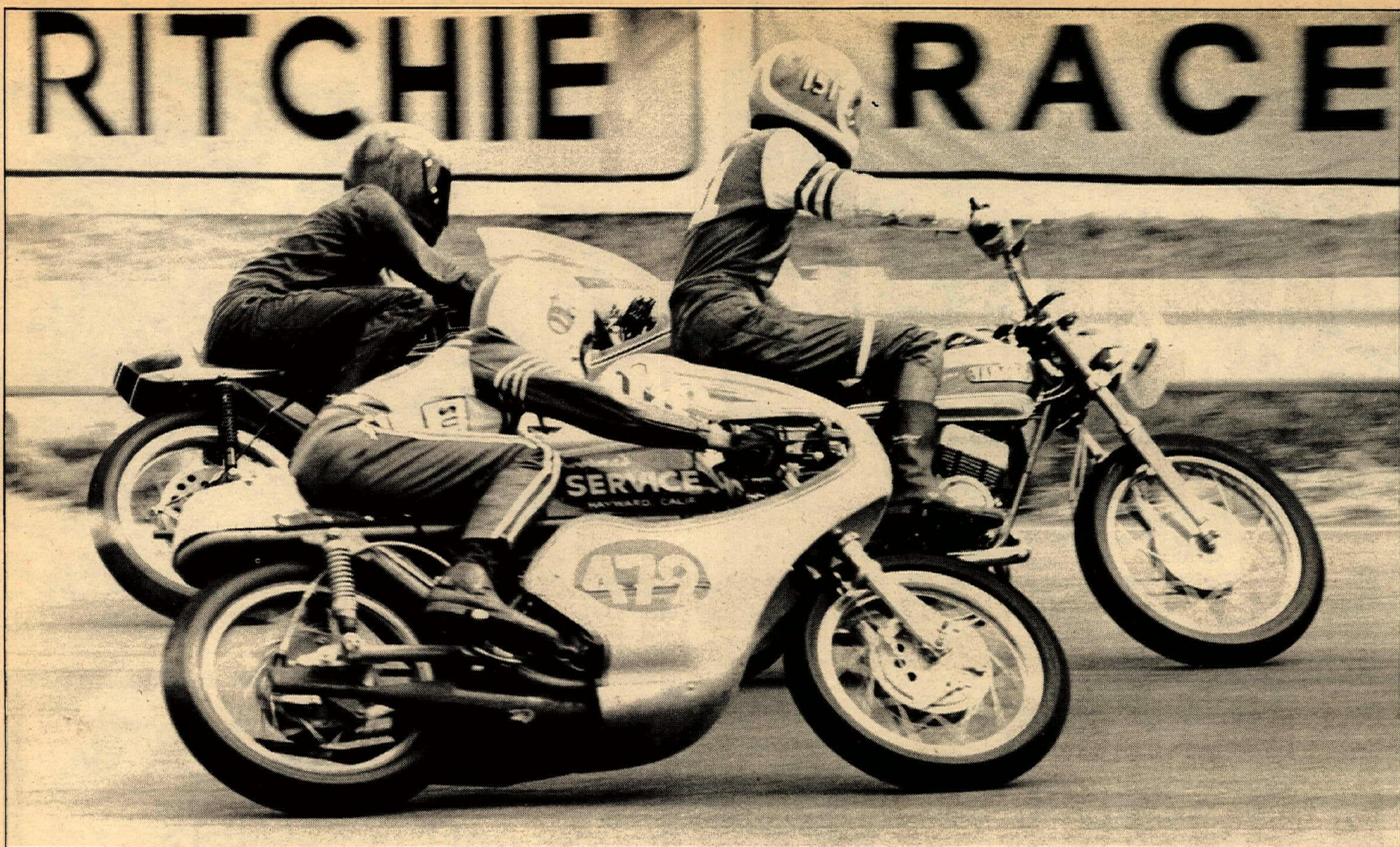
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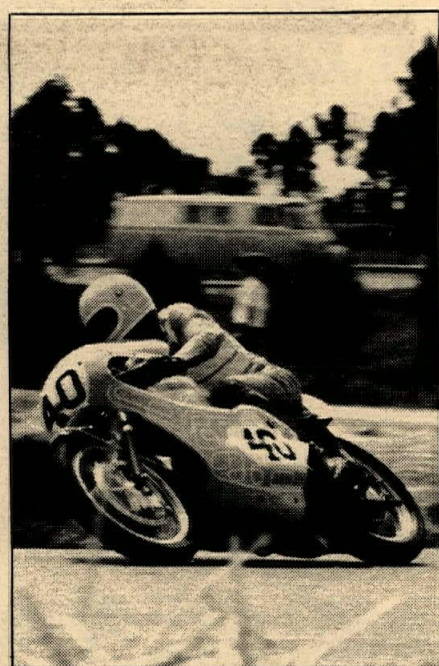
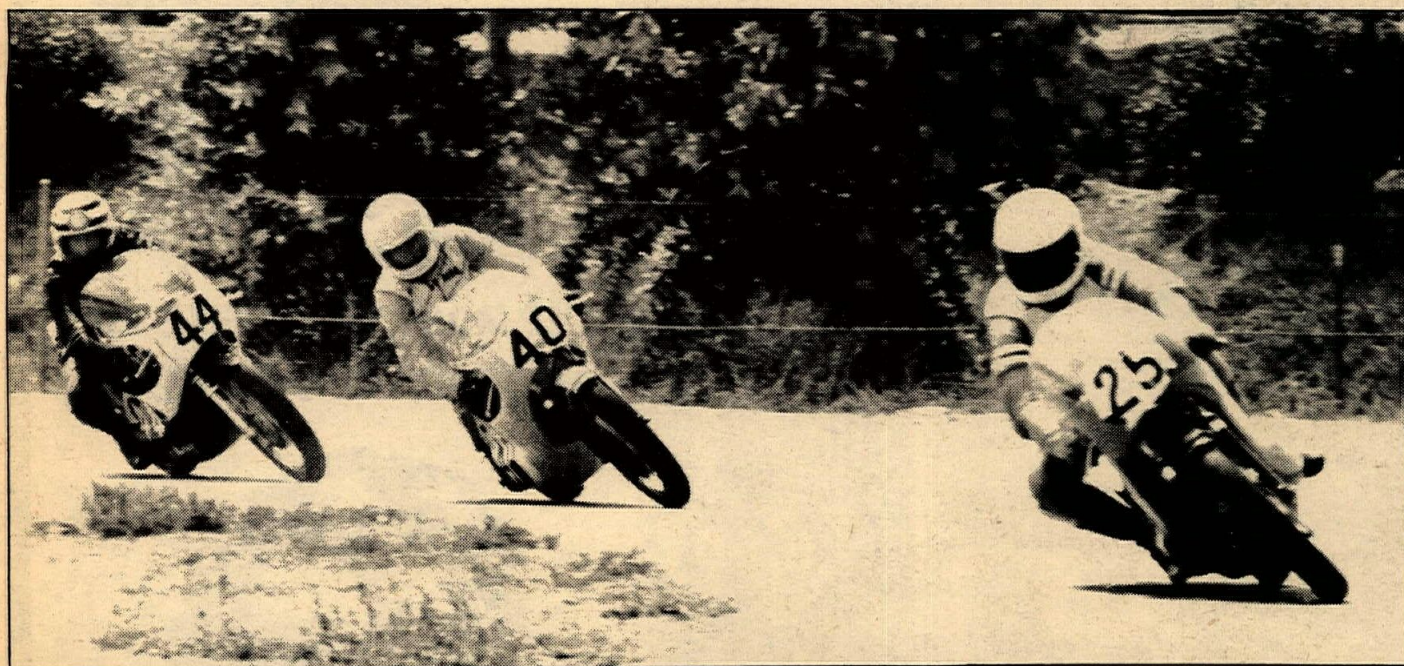
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LANE FINDS THE GROOVE



By Phil Pascoe

SANTA ANA, CALIF., Sept. 13, 1970 — Mike Lane, from Bakersfield, was the man of the day at the AFM road race held at Orange County International Raceway today. Lane, whose last outing at this track ended in a fall on turn one while trying to hold Art Baumann and Jody Nicholas at bay, never put a wheel wrong all day.

Winning the 250cc GP event astride a Yamaha TD2 by almost a half lap, he went on to lead the 350cc GP event by almost 30 seconds again riding his 250cc machine until mechanical failure put him out while an easy win was in his grasp. In the final event of the day the 500 and Open GP, Lane again took the win, this time on a very swift Kawasaki H1R.

John McGillivray riding a BSA Rocket Three clinched the win in the Heavyweight Production event but not before a tussle with Reg Pridmore riding a Norton Commando. McGillivray, technically with a disadvantage — riding a machine some 80 lbs. heavier than the Norton — overcame that with ease and proved his excellent riding ability by outbraking, out accelerating and, above all, outriding all the opposition to take

the win some 30 seconds ahead of Pridmore.

Pridmore, who took an early lead, no doubt was having braking problems as his Norton, unlike Kerker's, has no disc brake. As the race progressed it became obvious as he was forced to set up for the corners earlier and earlier thus losing valuable second to McGillivray. McGillivray took the advantage and passed him on the inside going into turn one on lap five.

Unfortunately, Jack Simmons and his trusty Norton P11 was forced out of the race in the early stages after running into the back of a slower rider who braked unexpectedly at the end of the sweepers.

By the 10th lap McGillivray had set such a blistering pace that he began lapping the slower 500cc and 750cc machines. By the end of the race he had a race time of 18 minutes and 18 seconds, only 19 seconds slower than the all time race record held by George Kerker, who unfortunately met with an accident during the heat race and was taken to the hospital with a concussion and a badly broken wrist.

Third overall and first in the 350cc class was a Yamaha R5 ridden to victory by Jerry Greene.

Perhaps the most exciting event to watch at any road race is the sidecar event and Sunday's sidecar race was no exception.

Dean Hummer and Rulon Gulbransen added another victory to their ever lengthening list, when they took their power plus Harley-Davidson rig to the flag with what seemed like an effortless win.

Hummer and Gulbransen, who have just returned from the Canadian Gran Prix where they scored a fourth after their rear wheel all but collapsed, have never lost an A.F.M. road race in which they finished. Although they were not riding their usual outfit, they worked together smoothly and won by a wide margin.

Canada is sending their three best sidecar outfits down for the California GP and with Hummer and Gulbransen's knowledge of the track these two will be the ones to watch in that race.

The final event of the day, the 500 Open GP, went to Lane riding his beautifully prepared Kawasaki H1R from Cycles Unlimited in Bakersfield. In the early part of the race, Jack Simmons had the crowd standing as he gave them a show of road-racing done flat track style. Simmons, riding his Norton P11, slid through each corner, getting by

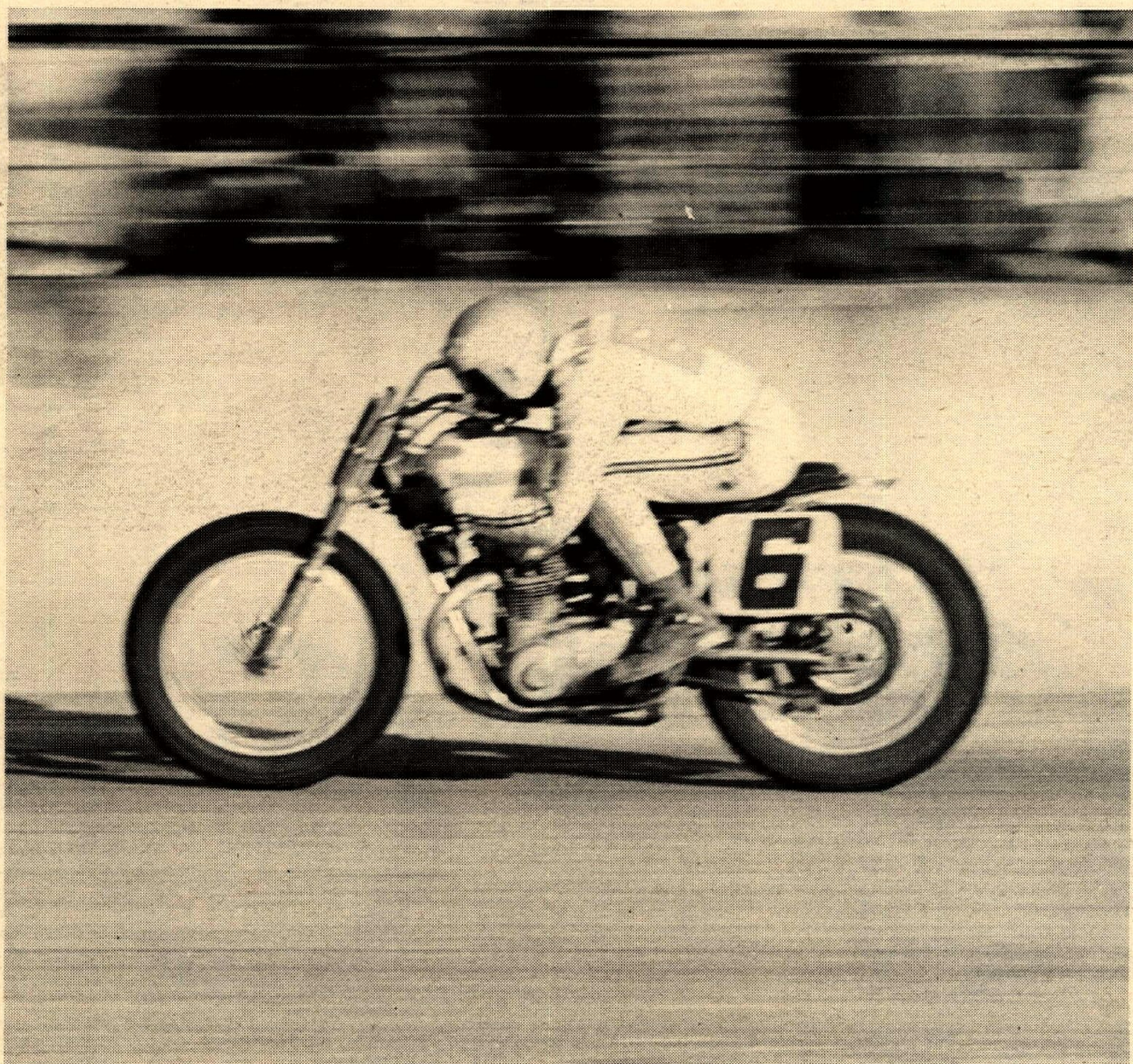
Lane in places where most riders would not dream of passing, unfortunately Simmons' bike was way down on horsepower in comparison with Lane's bike, but he made up for this by his fantastic riding technique. Lane would pull out 10 lengths on Simmons by the end of the straight only to have Simmons whistle by him in the corners.

Unfortunately, Simmons blew his transmission on the sweepers on lap seven and Lane went on to take the win. A tussle was going on for second place between Hurley Wilvert, riding an H1R and Jimmy Beehan, also mounted on a Kawasaki H1R. Deehan was running second for the first six laps but Wilvert managed to make up a second on each lap and finally, on lap seven, Wilvert took the inside coming around the tower, got a better drive out of the esses and got by Deehan. On the next lap Deehan lost more ground when he was forced wide by a slower rider on turn three and Wilvert stretched his lead to take second.

The next road race at Orange County will be held on October 4th. Special thanks must go to Tom Finley for his excellent announcing and commentary on the races.

(Results on page 24)

Yamaha takes Nazareth National.



Out of twenty bikes starting the National final at Nazareth only eight finished. Chuck Palmgren, riding the new Yamaha 650, came in ahead of the other seven, giving the big Yamaha its first National victory. That's quite a way to start.

Yamaha...it's a better machine.

POWELL CAN'T TURN WHITE

By Dave Swift

HUNTINGTON BEACH, CALIF., Sept. 13, 1970 — Experts Ron Powell and Tom White gave the folks a show that few who were there are likely to forget. The action took place Sunday at Huntington Beach Cycle Park on one of the best, and certainly the most under-rated, TT tracks in Southern California.

Powell made a special trip from Palmdale to race White as a 250 Expert and to accept the challenge that was made last month. (For those of you who tuned in late, Huntington Racing Assn. official Donald England announced that \$25 goes to the first person that beats Tom in a special match race. Contrary to previous reports, Tom never aired any challenge;



Tom White showing his skill.

he merely agreed to race at HRA's request.)

Powell and White locked horns four times that day, including that match race, and showed fans and fellow riders alike some of the hottest action they'll ever see. While all four races were practically duplicates of each other, it was the third 250 Expert moto, not the match race, that brought out the best in both riders.

White had beaten Powell in all three previous races, certainly no simple task, and this time Powell was determined to win. Powell took an early lead, as usual, and as soon as he felt White breathing down his neck, on schedule, Powell began riding like a man possessed. Both White and Powell pushed each other to incredible limits, Bultaco against Bultaco, riding as if their lives depended on it; it was a photographer's dream. Powell's only problem was a loss of traction due to a worn front tire. White took advantage of the additional fraction of a second and made his move. Once again Tom White had slightly bettered the finest effort by Ron Powell.

Although the 17-year-old Powell had to settle for second in the 250 class, Powell put his talent to work on his big Triumph and walked away easily with top honors as an Open Expert winning all of his motos by huge margins.

Powell hasn't given up on Tom White yet. There will be another race between he and Tom White again this coming Sunday at Huntington, according to both riders.

Novice John Rice emulated Ron Powell by doing some dual-class hot-shoeing of his own. Rice rode his little Kawasaki better than the rest in the 100 class Main Event and, instead of shutting off his engine, joined the next main event and beat all the 125's. All legally, of course.

Don Emmons rode a super-fast BSA Gold Star in both the Novice and Expert Open events. Emmons had no problem in the Novice class, but as an Expert took second.

250 Novice, Rick Isbell helped himself to the big trophy in the Main Event. He was followed by Doug Perrault and Roddy Qualls.

Expert Randy Baily took the 100-125 contest. In the second moto, his Yamaha was missing badly but still finished second, close behind Robby Burg, who ultimately finished second overall.

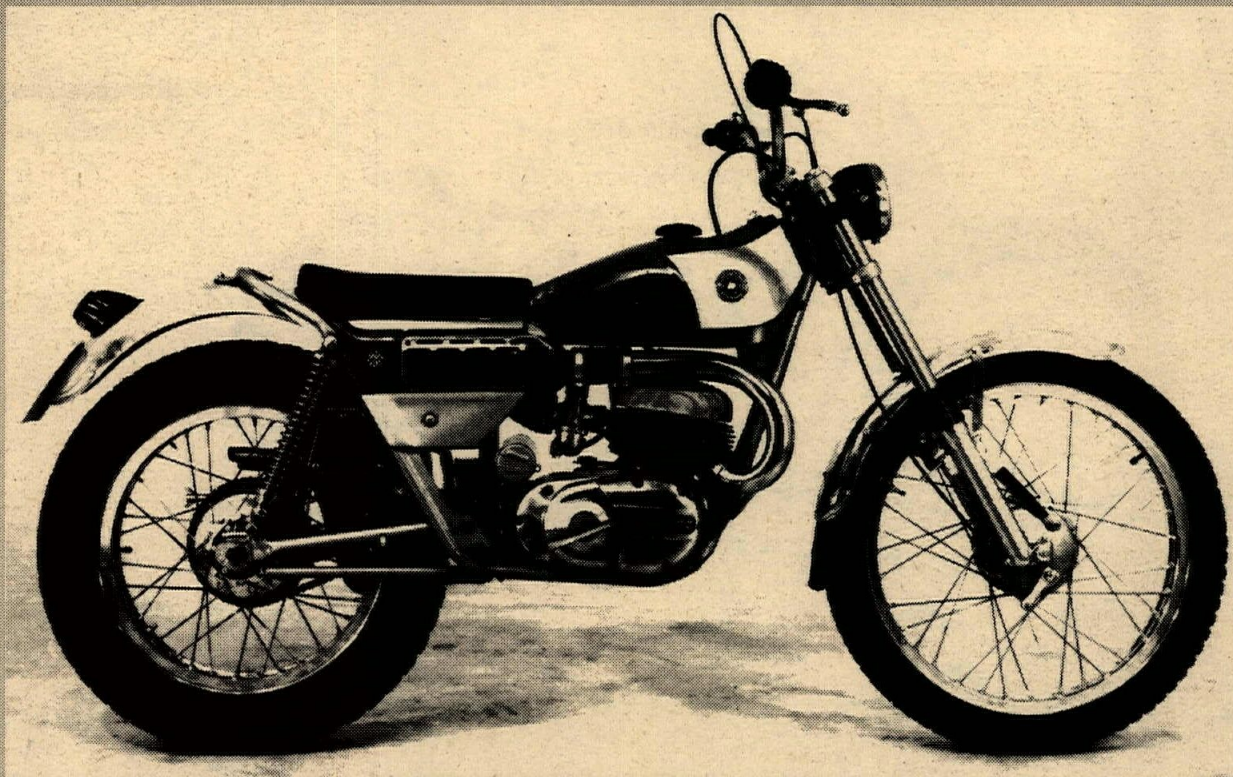
The track conditions were superb, according to many of the riders. This is par for Huntington. Those who race there often constantly praise the track surface and treatment extended to participants. "It's definitely a rider's course," said one Expert. Another rider said, "It's like a road-race with dusty corners." Tom White gives up District 37 point runs to race at Huntington; Ron Powell describes the course as "very smooth." Despite the good reviews, HBCP drew disappointingly few riders this week. Huntington is going to have to depend on top riders and enthusiast for the word-of-mouth advertising the track needs just to help make ends meet. And quite a few are beginning to spread the word.

(Results on page 24)



Ron Powell takes checkered by huge margin in Open Expert.

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NICHELSEN MASTERS SCTA TRIALS



By Ron Szilagyi

SADDLEBACK PARK, IRVINE, CALIF., Sept. 13, 1970 — Every imaginable type of crossing was thrown into 20 traps of the S.C.T.A.'s trials. Each trap featured a super obstacle in addition to being tight and demanding and powdery. The Amateurs, Experts and Masters all covered the same twenty sections three times each. The traps were neatly located off the roads crisscrossing the park to form a five-mile circle.

Trials is very demanding of a motorcycle but even more so of the rider. It is not a little old lady trail bike sport, but even so 125 riders flocked to the cloud covered event. The wind blew and the temperature was shirt sleeve. They saw Bob Nicholson, Bultaco mounted Master, lose only 16 points to win the Master's class. Bob Grove with 22 points just barely beat Rich Bledsoe who accumulated 24. In the Expert class, Vic Conaway won with 33 points. Again second and third were close: Dale Ranta lost 42 while Tim Hickox lost 43. (Results on page 24)



scramblin' around

By Maureen Lee

Being on vacation gives you time to mosey around a bit and drop in on people you don't see too often and you get a chance to pick up all kinds of little goody bits that are interesting in one way or another. You also get more chance to check out some rumors or investigate the more serious stories going around so before we get to the lighter ones we feel we must comment on the North-South motocross series a bit as we usually have something to say when there's any controversy!

As a lot of you know by now there were some hard feelings displayed at Bay Mare. Who or what started it all is of no consequence because once both teams get involved then there's equal blame. Whenever a promoter engages in a "one side against another side" event or a "grudge race" between two riders there is always the chance that things can get out of hand due to the competitive spirit of the human animal. When the action starts the old battle instincts rise and sometimes can't be checked. We've all felt that urge (you wouldn't be a racer if you didn't have a bit of "killer" in you) when someone gives you a lump or damn near runs you into a tree and you know good and well he could have avoided doing it if he tried. You want to give him as good as he gave you next chance around. Most of the time just letting the other guy know verabllly you're on to his sneaky ways will stop further incidents but sometimes handing him one on the track is the only way to make him realize the error of his ways.

What is to be guarded against is in the rising popularity of the team races so they don't get out of hand. Some riders are so competitive that they are literally unfit for team competition where you have to think of the others as well as yourself. A team, to be effective must work as one, just like a football line. The front runners must be protected by blocking which is perfectly legal but in racing should that blocking get out of hand, someone's going to get hurt and in sportsman racing there is just no place for it, and team racing is exciting to watch as you see the strategy unfold. Watch the Inter-Ams and you'll see the Husky's versus the Maicos versus the C-Zed's etc., each man helping or being helped by a teammate should he need it.

What we're trying to say, we guess, is not to put an end to these North vs. South or East vs. West races because a minority can't control themselves. One little thing to think on, that once a rider has been paid money (and many of our events do pay money now) he no longer thinks quite so charitably towards his fellow riders because he is a professional, even if one Sunday he rides as a sportsman for points and a trophy and the next for a purse. Fortunately or unfortunately, money does change things and the day may come when events will have to be split up so that riders who have never raced for money race by themselves and those who have, ride with their fellows. Just re-reading that sentence gives me food for a whole column on nothing but that, especially what constitutes a sportsman, semi-pro and pro. It may make some people a bit unhappy too, but so be it.

On to the lights stuff. Just wait 'til you see your number plate colors for 1971! Some of you won't care, some will react with miscellaneous epithets and think the Competition Committee must be bonkers while others will shudder because their riding apparel won't match. All kidding aside, if you do grimace a bit, the changes came about for a very good reason. They will stop riders from riding out-of-class and will enable clubs to spot offenders lining up incorrectly immediately, especially in desert events. BEcause number plates were all the same colors and on a run with a line that's very long such as the Barstow run, some of the lightweights split with the big boys and the stewards couldn't catch them because all the numbers were the same color. This will stop all this, is also necessary because in 1971 desert novices will be on a separate line from the Amateurs and Experts, and will save the District money when you transfer. You will need only one changed panel on your plate to show your classification whereas before you receive three each time.

The Competition meeting this month was a buy one and our personal knowledge of the sport was increased by being involved in the re-checking of European scrambles lap check sheets. We learned how to find a poor soul who ends up listed

wrong in the results when some of the checks missed him. It gives the eyeballs a going over looking at all those figures! When that business was settled, the Committee was a little weary but the Sidehack Association inadvertently broke the group up as their rule changes were read and we came across the working "...fixed kneeler troughs are permitted..." Poor Harry Whalen tried to explain to us solo riding infedels what it meant but we were already howling away as to what we thought it meant. We hate to spoil it by drawing pictures but for some scramblers who have never seen a desert race it can be a long, long way between pit stops or a friendly bush!

Next month nominations are opened for people to fill the District jobs and once again we wish it were kosher to make comments in print as to people to elect or at least nominate but it ain't. We will however say this, all the past and present Committees have worked and done the best they could in spite of occasional upheavels internally and "Politics" but we can say honestly there's not a man currently in office that we wouldn't like to see in again. This committee has been growled at a couple of times this season but only, in every case of dissent, because they upheld the right that is theirs: to make and enforce the rules of competition. There are also some other representatives from clubs who would do equally well as stewards and should be given a chance should they wish to serve. The current Competition Committee is a good group even if one of them does refuse to do anything Saturday mornings until he's watched Bugs Bunny on TV and we only have two out of the seven who dig scrambles or motocross. The desert people bend over backwards to make sure they fully understand the problem should they have to make a decision regarding scrambles.

For you motocross riders, especially in the Senior divisions we'll get all "Walter Winchellish" and hand you a hot flash. One of your number who is very good indeed but who has been a little fed up with his current (or by now it may be past) sponsor has been spending a lot of time playing with another brand of bike, with the understanding he can ride it, really wring it out until he's thoroughly familiar with it and they'll make any and all changes he needs or wishes. That's the kind of offer no rider can turn down especially if he really has talent but his sponsor doesn't keep his equipment up to par, and the rider knows he can do better if only....

LONG BEACH, CALIF., Sept. 9, 1970 —Several California professional Motocross riders are in the process of forming an association for the purpose of promoting the interests of all Motocross riders and fans in order to built the sport of Motocross racing, professional and amateur to one of major importance. The steering committee for the proposed association includes such well known riders as John DeSoto, Tim Hart, Jim West and Jim Wilson.

In order to achieve these goals the association will, among other things, develop recommendations based on the opinions of Motocross riders and fans throughout California. These recommendations will cover such areas as: TRack layout, track marking, spectator comfort and safety, rider safety, methods of awarding trophies and prize money, methods of scoring, etc.

As these recommendations are developed and approved by the association, they will be disseminated to association members and to interested persons upon request.

It is contemplated that membership in the association will be limited to persons residing in California who have a professional interest in Motocross racing. However, the association believes that the opinions of all persons interested in Motocross are important, whether they be riders, promoters, distributors or fans. They therefore request that all such persons send a post card or letter to: 1135 Temple, Long Beach, Calif. 90804. The letter should include your name, address, phone number and whatever comments, or criticism you have concerning the sport of Motocross. What the association needs right now are your ideas and an indication of your interest, or lack of it. It is hoped that whatever recommendations are adopted will be truly representative of the thinking of all who enjoy motocross be they rider or spectator.

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Riding BSA, Aldana had previously won the 20

lap, half-mile dirt track race at Terre Haute, and the 200 mile road race at Talladega, Alabama, where he set a new U.S. record of 104.59 mph for 200 miles.

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EasyWriter

By Charles Clayton

ROCK FESTIVALS & MOTORCYCLE RACING—

With about half of the nation younger than 35 and into a group culture that includes music and motorcycles, the idea of tying them together in one spectacular attraction has occurred to various promoters. Rock music outdraws motorcycle racing by about a thousand to one, and the crowd that's attracted by amplified guitars might also be fascinated by howling stingers and the rest of the show that goes with motorcycle racing.

Ascot Park in Gardena, Calif. tried a night of racing and rock recently which turned out so badly it has not been repeated there since. The darkness was a cover for weird carrying-on by the rock audience and the police helicopter which descended all ablaze with searchlights at the climax of the show like a surrealistic messenger from above freaked out not only the audience, but the track owners as well.

And now the Canadian Motorcycle Association, the maple leaf equivalent of our AMA, is in a heap of trouble for sanctioning a road race August 7, 8 and 9 at Mosport, Ontario on behalf of a promotion called Strawberry Fields Rock Festival. The catch was Mosport is a racing facility prohibited by law from harboring music festivals or any other non-motorsport performances except in conjunction with a motor competition meet.

First the promoters had gone to the Canadian Racing Driver Association with an offer of a \$5,000 purse and were flatly refused. Then they turned to the CMA — a sort of family-run outfit presided over by Torontonians Ron and Eve White. The Whites consented to sanction a \$1,500 purse motorcycle road race and rescue the festival because, explained Ron White, "this event can enhance the (motorcycle racing) image."

With visions of huge, Woodstock-size crowds to perform for, Canadian and U.S. road racers, including some AMA licensees, hauled up to Mosport only to hear Mrs. White announce over local radio that the sanction had been pulled owing to lack of insurance coverage and spectator control.

About 50,000 people had paid their way in — a record crowd for motorcycle racing in this hemisphere whether they were there expressly for the bikes or not. The police were gathering force ready to move in and roust the new illegal gathering. So a group of racers got together and offered to put on a demonstration race to salvage what could be saved of the situation.

A fee of \$2,000 was agreed by the promoters and the exhibition took place without sanction or insurance. After dividing the 2 grand equally, each racer took home 40 Canadian dollars — more than he could have won in two days of racing, in most cases. Canadian racers show good business sense.

Meantime the CMA had split the scene to ponder where it went wrong. Rock festivals are bad news to many people, including people in the rock music business. The utter hugeness of the audiences makes any semblance of crowd control impossible. The bad bikers are often called on to act as rent-a-cops, but since the murder on stage that closed down the former Altamont motorcycle raceway after a Rolling Stones appearance this year, the reliance on Hells Angels and other outlaw groups has dwindled.

A possibility of combining rock music and motorcycle racing still exists, but not the way that it has been tried so far. Daylight shows on improved, permanent facilities such as mile tracks would be the best way to go. Music and motorcycle racing have a lot in common, now more so than ever. It would be a setback for both kinds of entertainment if the two never meet in the open air again because of what appears to be a monumental goof on the part of the C.M.A.

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From left, start riders Mert Lawwill, Sammy Tanner and Mel Lacher

the national scene

By Dewitt Thuett

The Ascot half mile national is on tap Saturday night, Sept. 19th. For Ascot it is the 12th annual running of the race that began way back in 1959.

The event has long been one of the best known and most followed on the national circuit and has more things going for it than most of the other nationals.

Only five different riders, all Californians, have ever won the event. All five of the past winners still are active in professional racing. Sammy Tanner has won the event four times and is the only rider to win three in a row.

Sammy has won it once on a Triumph and three times on a BSA. He did not qualify for the final last year, the first time he has ever missed the main event since the races came to Ascot. Sammy will probably ride an Enfield this time out.

The rider that can make more racing history on Saturday night the 19th is Mert Lawwill the '68 and '69 winner. Mert can become the second three-straight winner in Ascot history.

But far more important is the fact that Mert has already won the Ascot national TT title. The Harley ace took the win back in July and will try to become the first rider in Ascot history to win both the TT and the half mile national not only in the same season, but anytime. All of the previous winners were basically known as half mile specialists, except Lawwill.

Ten Experts, an Ascot single season record, have won the main event at least once. Tom Rockwood and Mert Lawwill have been the two biggest winners this

season and get the pre-race favorites nod.

Tanner won the event when he was 20 years old. Rockwood can become the first teenager to ever win as he will not be 20 until Sept. 29th. Lawwill has a difficult decision to make prior to race time. He has ridden to victory the past two years on his older 750cc sidevalve model, the same machine he has won all of his Ascot main events on this year.

However, in previous national half miles this year he has always been on the newer 750cc overhead valve model that powered him to the win at Cumberland, Md. earlier this season.

Perhaps the biggest single item going for the Ascot national is the fact that in eleven years no non-California racer has ever won the event. It is a matter of pride with the locals that they continue to win them against the best from the rest of the nation. Keep in mind that the national final only takes 12 riders and 10 locals have already won the final this year.

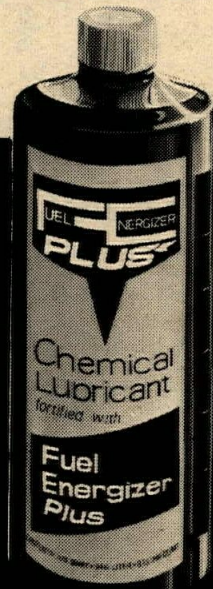
Many out of state riders have stated over the years they would rather win the Ascot national than any other. The challengers this year include; Gary Nixon, Dave Sehl, Larry Darr, Ken Pressgrove and the Palmgren brothers, Larry and Chuck, to name just a few.

To make the national weekend a bigger show there will be a TT program on Friday night the 18th. Practice for the national half mile will take place in the late afternoon of the 19th with time trials in the early evening.

Pre-race ceremonies get underway at 8:00 pm with racing going at 8:30 pm. H-D, BSA, Triumph, Yamaha or Norton — take your pick.



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RIDERS TAKE WRONG TURNS AT 4-CORNERS

By Dick Wright

FOUR CORNERS, CALIF., September 13, 1970 — After many changes in the leaders, Bruce Dunford, No. 200 was able to stay on the lime and come in



for a hard-worked-for win. Wes Anderson Jr. was close behind for second on his 250cc Bultaco. Tom Clodt took first Novice.

The promise of cooler weather brought out a lot of desert hounds, and they were not disappointed. The weather was great. But the riders that

generally lead these things didn't enjoy it much. Almost to a man all the leaders got lost on one turn or another. The very fast and smooth Tom Poteet, No. 4x, was the early leader and Whitey Martino, No. 1, was running second. But as they came out of the long sandwash and made the right turn onto the flat, bushy open area, they ran out of lime. To quote Whitey "It just disappeared, there were no ribbons on the bushes and you couldn't see the lime because of the bushes". All the riders went back and forth in the five-mile area between the sandwash and the ridge of mountain. One of the first riders to find the lime was desert pro Jack Byers, No. 5, on a Rickman. Dick Miller was close behind on his Husky.

There was a lot of rough country still left before the leaders got back into the pits including two steep rocky downhills, and a couple places where you could miss the course. To quote Tom Muto, No. 300, one of the many leaders, "You would come out to an open area and the course would twist back and forth instead of going straight."

Don Hill, No. 16, led into the pits on his Husky, with Muto close behind. The first loop took one hour and five minutes. There was a lot of changing around in the leaders on the second loop. Muto had the lead for awhile. Also Wes Anderson, Jr. but Bruce Dunford was able to bring it into the pits and to the finish line. Anderson was second, Muto third, and Bob Riley, No. 118, was the first Amateur on a Husky. Dale Brassfield, No. 50, was second Amateur



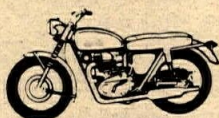
in on a Yamaha. Tom Clodt took first Novice on a Husky. Tim Okamoto, No. 172x, had a good ride taking first 250 Amateur on a Bultaco, also Dennis Knudsen, No. 175x, gave his fans a big thrill by grabbing off first 250cc Novice on his Bultaco.

The 100cc class didn't have as much trouble with the course, as the big bikes had found the lime by the time they got there, and burnt a good trail in. Cordis Brooks, Hodaka mounted, had the lead on the trail to the right and Jeff Wright (Rickman) had the lead on the trail to the left in the valley. Wright took the lead fifteen miles out, and had a good duel with Ken Buckspan. They traded the lead back and forth, with Wright coming into the pits first. Wright, however, had to pull out with a flat rear tire, and Buckspan took over the lead, with Jack Morgan now running second. Morgan took over the lead and came in for the win, while Buckspan never made it to the finish line. Tom Brooks Sr. was second on a Hodaka, John Coots, No. 19, was third on a Penton. Bob Fisher, No. 175, was first Amateur in, and Mark Palmquist, No. 684, had a good ride, saying "I only got lost once". He took first Novice on a Hodaka.

(Results next week)

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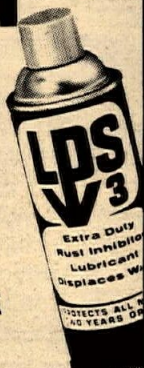
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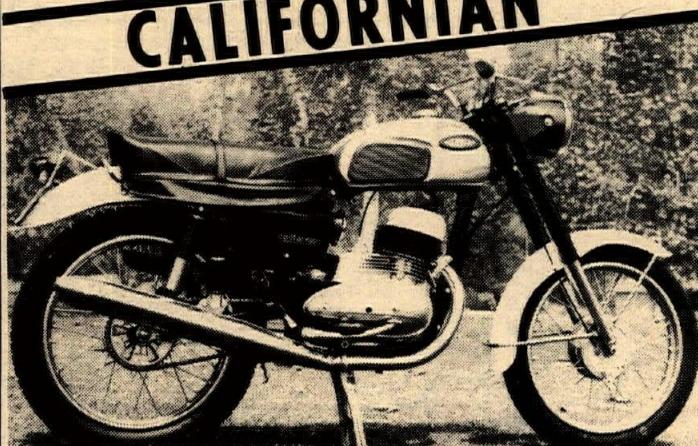
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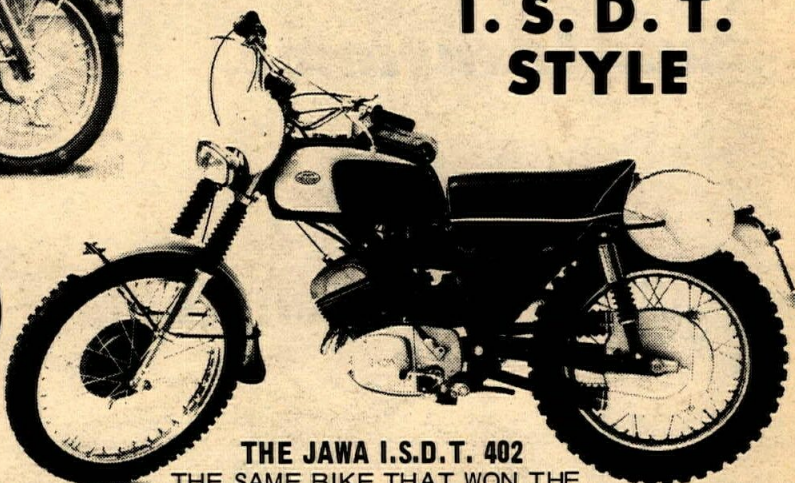
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BEAN CANYON

"I've since sold my bike, but I've been thinking about buying another one. But, I don't want to buy one if everything's going to be closed down."

Ronald David
One person issued a citation
for riding in Bean Canyon.

(This is the second of a two-part series delving into the events occurring in Bean Canyon. Last week was an article reporting the background prior to the issuance of citations to 150 motorcycle riders by Kern County. This week, we examine the possible effects these citations may have on the industry.)

By John Bethea

Last June, approximately 500 motorcycle enthusiasts attended a highly publicized meeting at Melodyland to discuss what could be done to stop the rapid closing of lands to cyclists and how to combat the passage of ordinances prohibiting riding in certain areas without meeting certain specifications.

Tom Cosgrove, one of the first motorcycle dealers to recognize the squeeze of the vise being put to the industry, commented at that time, "Nobody's closing any land, but for

some strange reason the riding areas are getting smaller and smaller." Quite a bit has happened since that meeting.

A 13-acre golf course, planned to be converted into a cycle park by Bob Bailey in Carson, was voted down by that city's planning commission after nearly two months of work and money had been poured into it by Bailey, a professional racer and Gardena businessman. Since then, the vote against has been shown apparently to be punishment for refusal by Bailey to pay an alleged bribe to the commissioners. But, the fact still remains the park is closed.

Ordinances, some loosely written while others more precise, popped up throughout the Southern California area. Although all were actively opposed by the citizens affected, each was still passed, including two which should be explained a bit further. The first was in Orange County where the cyclists got somewhat of a break when the board of supervisors added an amendment to their ordinance which stated that the county would seek out and help secure riding areas. However, the county has yet to do anything and the motorcyclist industry is still trying to

get organized to take advantage of that situation. The other of note was the ordinance passed in the City of Los Angeles where Mayor Sam Yorty vetoed the original ordinance. Many people were surprised and uplifted by this seemingly new alliance with such a powerful political figure. The uplifting was short-lived, however, when the people learned of the mayor's reasons why he had vetoed it; he believe it wasn't enforceable. The city council, however, thought otherwise so they over-rode his veto unanimously.

Even more interesting to note is that in March, 1969, LA's Parks and Recreation Commission created a special committee to seek out and obtain private riding areas for cyclists. After nearly 18 months, nothing has been accomplished.

Recently, the Los Angeles Police Department brought up this point again when it reported its "Proposals for Future" in which the department stated, "Convenient available property is diminishing in urban areas. Designated areas, private or public operated, would reduce the need for enforcement and the negative/expensive involvement of the City of Los Angeles. A positive approach by the City could enhance its image with a large segment of the citizens, participants and complainants."

But, what has happened recently in Bean Canyon, part of Kern County, is much different. Although the county is in the process of passing an ordinance, no such ordinance exists and the citations issued to 150 riders originally surveyed for riding the trails in Bean Canyon bring to a head a very interesting note. The ordinances are not needed at all if warrants can be issued anyway.

What it is coming down to is making Bean Canyon with its subsequent 150 trespassers into a hypothetical test case. It will test the trespass laws in California, the right of access to public lands by private citizens and across private posted or unposted property.

The current trespass laws state a person is guilty if he trespasses with the intent to do or does damage to the private property. Bean Canyon is a test to see whether riding a motorcycle on land does, in fact, do damage to land. Note: A motorcycle, not plural. The 150 citations were not issued to motorcyclists as a group, but to 150 individuals; each is a separate case.

Next is the right of access to public lands across private property. Bean Canyon is a test for this as was pointed out last week. Its public land is completely surrounded by privately

owned land. If a person's intent is to reach public land, is he guilty of trespassing? Again, by trespass laws, he is if he has committed damage to the property he has passed over.

The third test is toward access to posted or un-posted land. Currently the majority of the laws prohibit riding on posted land, but in this case, it is up to the landowner to keep his land posted. Most of the new ordinances being passed stress the un-posted clause: Even if un-posted, a motorcycle rider must still have written permission to ride on the land. Kern County, as said before, has no such ordinance at this time and it doesn't need one if individuals can still be cited for trespassing without it. The third test.

We now face what possible effects it may have on the industry. If, indeed, the 150 persons receiving the citations are judged guilty, the consequences would be devastating.

Motorcycles could be declared illegal because they are judged as doing damage to the ground. Also, it would override the tradition in America that you "cannot rope off the only waterhole in the desert" or allow a person the right to "just pass through" to get somewhere else.

What it all boils down to is this: Motorcycling will never be the same in American as we know it. A person will no longer ride a motorcycle on a dirt road, or even paved, without fear of possibly letting the bike's tires touch private property thereby destroying it and not knowing about it until nearly a year later when he receives either a citation in the mail or a warrant-bearing police officer at his door.

It's a very grim picture, but it could happen very easily once the restrictions get a foothold. Each motorcyclist is a victim, but hardest hit is to be the dealers and distributors who make a living in the industry. Nobody will buy a motorcycle for fear of being arrested and fined the maximum in cash each time he rides a mini-bike across a vacant lot up up a dirt road. This feeling and fear is already creeping into the motorcycle society.

Take, for an example a letter Cycle News received recently from Art Ragnor: "Now that the future of off the road motorcycling riding is in immediate jeopardy, I wonder how many of our friendly motorcycle dealers, distributors and accessory distributors will rally to the side of the accused riders and the motorcycling cause. Unless those who are commercially involved in the motorcycle industry take a more active role in assisting the motorcyclist in his fight to maintain reasonable motorcycling legislation, their (the dealers etc.) bread and butter will soon be no more."

Or try selling a motorcycle to Ron David, a young man just issued a citation with bail set at \$65 for riding in Bean Canyon seven months ago. When you try, he'll probably say the same thing he said at the beginning of this article.

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LLOYD THOMSEN WINS TOUGH FOREST RUN

Story by Ron Schneiders
Photos by Bob Harris

CHADRON, NEBRASKA, September 6, 1970 — For enduro riders the Pine Ridge Enduro was undoubtedly the year's best buy. The entry fee was a mere \$5.00 and for this you received:

1. a very handsome shoulder patch
2. your gas at each of the checks
3. lunch at the noon check (roast beef sandwiches, baked beans, potato chips, pickles, Cokes, etc.).
4. One very tough enduro lasting from 8:30 am till after dark at about 6:30 pm.

The enduro was not very long, only 85 miles, but the territory was so rough that the fastest schedule was a slow 12.3 mph. Even with such slow schedules only the fact that the weather was extremely fine allowed 25% of the 170 riders to finish. Had the temperature been around the more normal middle nineties, it is doubtful that more than half a dozen riders would have finished.

The course consisted mostly of thick woods interspersed with occasional grassy meadows. Often there was no trail at all, just a marker a hundred yards ahead, get there however you can. It seemed like much of the time you had your chin on the gas tank to avoid a branch while you were simultaneously trying to jump a log. Sometimes the route would be up a nice sandwash, normally pure delight for Californians. The only trouble was that these too were laced over with trees and filled with treacherous logs. No making up time here.

The meadows were a ball to ride. The grass was up to the axle nuts and it was very smooth. But even though you could ride at the top of fifth, you didn't dare do it because there were holes that couldn't be seen, sometimes large

enough to bury a jeep.

Every hill in the morning section was a pushover for all but the first ten riders. Sometimes it was three pushovers: your own and the two bikes blocking the trail in front of you. On one hill the only sensible way to get up was to ride up a few yards to the side and then drag your bike under a barb wire fence. On another hill there were about fifty riders at one time in some stage of delay. It was steep, loose sand and it was necessary to make a hard right hand turn halfway up. On the outside of the turn there was nothing for 500 feet straight down.

Since it had been a very dry year, I was told there wasn't any water on the course. I'm not sure what constitutes water to a Nebraskan because there were easily 15 stream crossings, some up to two feet deep!

In order to be able to run this enduro, the Pine Ridge Cycle Association must work very closely with the U.S. Forest Service. Apparently the Forest Service is very cooperative and the cyclists in turn try to cooperate. Every bike was equipped with a spark arrester and was checked both before the event and at each check. Anyone who lost his spark arrester was pulled out of the event as soon as it was noticed. At the riders' meeting we were told that in event of a fire, the run was over and we were all firefighters, right there and then. Fortunately there were no fires. One novel feature of the event was that there were many gates to go through and each rider was required to either shut the gate behind him or physically hand the gate to the next rider. Failure to do so was grounds for disqualification.

The run was not without some problems, most of which were attributable to inexperience. The first of



"Hey, where's the t&* trail?"

these were the schedule speeds which were figures like 12.3, 11.7 and 7.6. These made it impossible to ride schedule accurately, especially since the run was laid out with a speedometer that was over 10% in error! To complete the picture, Key Time was a half hour earlier than real time! This was due to the large turnout which threatened to run the event well into the night. Surprisingly, most of the riders were not bothered by the speedo error because they had the same error: it comes from fitting a 21" wheel to a Yamaha Enduro model. The screwy schedule speeds didn't bother many either because almost everyone was behind from start to finish (if they got that far).

A more serious problem resulted from letting the club members ride the event. Members of the sponsoring club won all but one of the trophies. Although there is no denying that they are good riders, they were riding in their own playground, less than fifteen miles from town. Some riders were able to short-cut difficult sections of course due to great familiarity with the area. The club members also got most of the early numbers because they knew who, when,

and where the sign-up was going to be. No mail entries were accepted and no drawing was held. This practice, (letting club members race) has been discontinued over most of the country, and marred an otherwise very enjoyable run.

The club's lack of sophistication led to yet another interesting fact. The scores for the enduro were all computed and the trophies were all awarded by 8:30 pm. The Chief scorekeeper was even able to give me a copy of all the trophy winners and their scores by 8:45. I'm sure this performance is only due to inexperience and that if they'll write to one of the vastly more experienced clubs in the California area they can find out how to take up to three weeks to compute the scores and how to delay the presentation of trophies almost indefinitely. I for one hope they never attain this degree of sophistication. It's really nice to know who won and where you finished before you've forgotten the run completely. In this case the overall winner was Lloyd Thomsen of Chadron, whose score was a low 36.

(Results on page 24)



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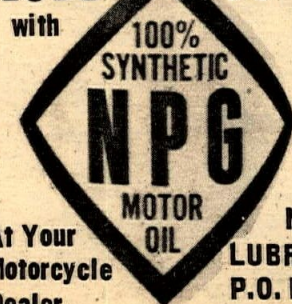
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SACRAMENTO WIN GIVE

SACRAMENTO, CALIF., Sept. 13, 1970 — A cool-headed Gene Romero stunned a wildly enthusiastic crowd of 15,000 by showing a rare bit of superiority enroute to winning the Mile Dirt Track National at the Old State Fairgrounds and the coveted Grand National Championship in the process.

The National Number Three rider who will take over Mert Lawwill's plates in 1971, showed his determination from the very beginning of the day's action by setting the fastest qualifying time before pushing his Triumph twin to the fastest of the four heat winners.

The five-year Expert then made it a clean sweep by leading from flag to flag in the 50-lap Expert Main. In all, his efforts gave him a \$5000 chunk of the \$16,000 purse.

Romero and Don Castro opened the action, running a duel all the way for the heat race win. Dave Aldana took third with Eddie Wirth fourth and Mark Brelsford in for fifth.

The second heat race saw Dick Mann lead all the way on a BSA twin, winning

out over Eddie Mulder, Keith Mashburn and Lloyd Houchins. The third heat race was another close one decided at the flag with Mert Lawwill giving Harley-Davidson their only win of the day in the Expert class. Jody Nicholas was a close second with Cal Rayborn third and Frank Gillespie fourth.

The last Expert heat race was a five rider battle to the finish between Jimmy Odom, Gary Nixon, Chuck Palmgren, Jim Rice and Tom Rockwood. Three different riders led before Odom took the win. Coming down the final straightaway all five knew that only four riders would make the direct transfer. Rice and Rockwood crossed the line side by side with fourth going to Rice.

The expected tight battle between Romero and Rice was shattered after this qualifying heat, however, when Rice failed to maneuver the turn after the checkered and crashed into the rail to completely wreck the front end of his BSA 3.

Rice was taken from the track via

ambulance, but was never removed from the field. He laid in a lounge chair in the pits ice-packing his broken nose while his crew of six pitmen worked for more than an hour rebuilding his machine. Rice then entered the Main Event, but could only manage a last place after the race got underway and this, coupled with a sick engine, kept him out of major contention.

As other riders began dropping out, however, Rice's position began moving up until Romero crossed the checkered with Rice 15th.

Earlier, Dave Aldana, whose performance in the qualifying heat gave him a berth in the main, lost his chance at National Points when he failed to take the third turn and crashed his bike into the haybales. Although he was all right, his gas tank had been dislodged and, with the race being black-flagged, Dallas Baker took his place.

Dick Mann, who was expected to miss the remainder of the circuit suffering from a broken leg, showed up with a very noticeable limp but it did not affect the veteran as he pushed his BSA to the second fastest qualifying time before displaying a strong performance in his heat.

Romero had jumped into the lead at the start of the Main with Mann second and Lawwill in third. Rockwood missed two shifts and was into the corner in 20th place.

Lawwill took second place away

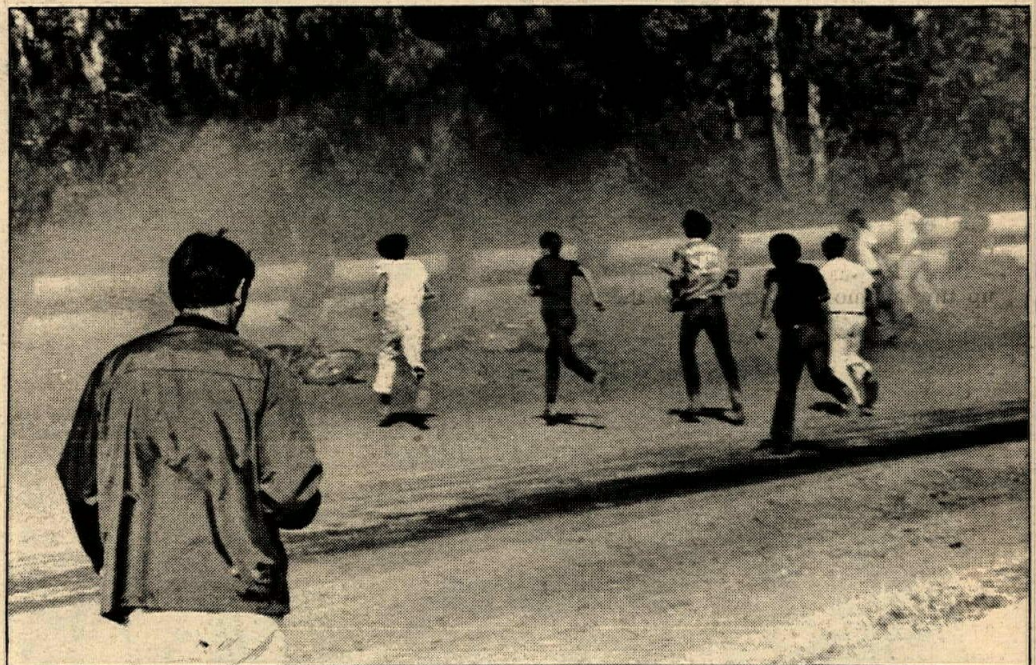


from Mann on lap four with Dick dropping to fourth on the seventh lap and out of the race moments later. Rockwood had moved up seven places at the end of seven laps.

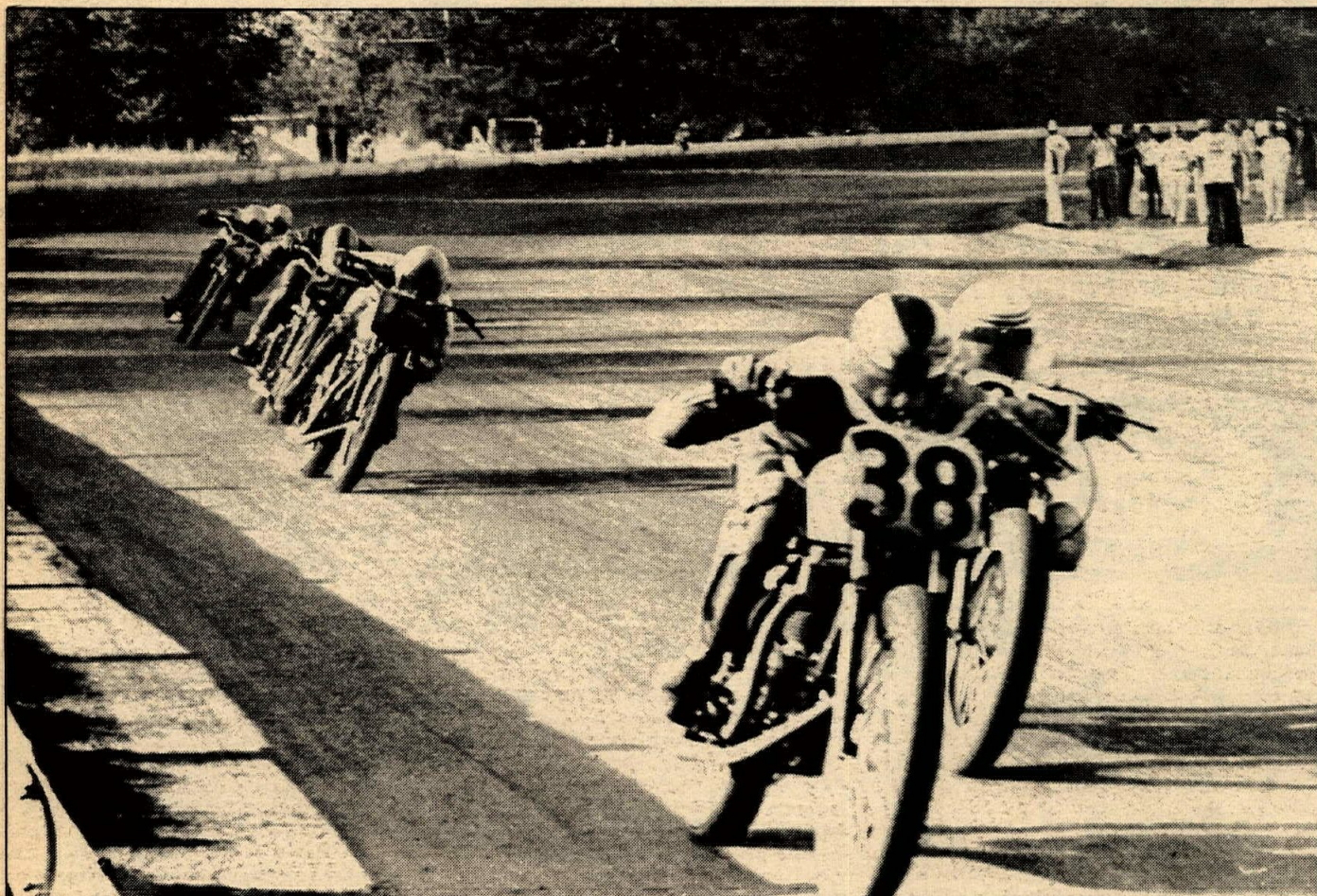
Lawwill then tucked in to do battle with Romero for the next ten miles but it was then apparent that the Harley was



Cal Rayborn made his best showing of the year with a third place finish.



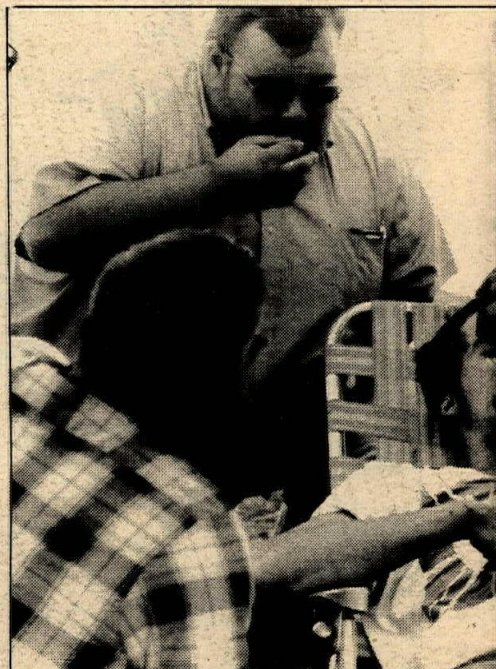
The destructive third turn claimed several bikes including the ones of Rex Beauchamp and Chuck Joyner during the Amateur Final.



If it weren't for Gene Romero, Tom Rockwood (38) could have been the standout as he moved from last to finish second in the Expert Main.

slowing and losing ground around the 20th lap. Gary Nixon and his Triumph three started to move on the 10th lap and was aided when Jody Nicholas who had climbed to third from laps eight through thirteen retired to the pits.

Nixon then caught and passed Chuck Palmgren for third on lap 17 but was still far back behind Lawwill. Rockwood and his horsepower had



Jim Rice lays quietly in the shade recuperating his heat race. Fifteen feet away, his pit crew works on his BSA.

S ROMERO GRAND TITLE



Eddie Wirth (84) was the only rider out Sunday to ever be in front of Romero (3). Before the lap was over, "Burrito" had the lead never to lose it.

climbed all the way to seventh at the end of eighteen laps.

Romero was out in front and picking up the lap money with ease at the end of 25 laps, the halfway point in the race. Nixon caught and passed Lawwill for second on lap 30 with Rockwood in a close three way duel with Rayborn and Wirth for fourth, behind Lawwill. Mert was then passed by all three on lap 33.

The next lap found Rockwood passing both Rayborn and Mulder and setting his sights on Nixon who was over half a straightaway ahead in second. The gap continued to close with the twin catching the three on every lap. By lap 37 Rockwood was right on Nixon's rear wheel and looking for the opening.

With Tom pushing Gary the distance continued to close on Romero. Gene held a nine second lead at the end of 30 laps but the pressure pace by Rockwood and Nixon cut the time gap down to four seconds by the 45th round.

Then on lap 48 Nixon got into the far turn too hot. The front wheel washed out and Gary went down in a long sweeping slider. Romero and Rockwood continued on the final lap and a half far ahead of the rest for the Triumph one-two win.



g from a fractured nose he sustained at the end of v was working quickly to rebuilt his demolished



After a fine start, Dick Mann casually watches the finish of the Final event after he was forced to retire with engine trouble.



Jody Nicholas takes time to tape on a removable shield on his helmet prior to heat race.

Rayborn and Wirth rode most of the race as though the machines were welded together. First one and then the other would hold the advantage. RAYborn squirted across the line holding the margin on the final lap.

Michigan's REX Beauchamp and his Harley-DAvidson looked like a sure thing in the Amateur final the first five laps. Then Rex, a four time winner in the Amateur nationals this year, lost control on the far turn and fell taking Chuck Joyner along with him. John Hateley was running a close second at

the time and moved in and on for the win. His third of the year.

Gary Nixon's boy, Gary Fisher, came out from Pennsylvania and held off Terry Dorsch in a close race to the finish for second place. Ric Holly, also Triumph mounted, set the fast Amateur time in trials but came up with engine troubles in the final but hung on in the late laps for 4th place.

The Sacramento event was the final mile national of the year with the national circuit now moving to ASCot for Saturday night and the 12th annual

running of the half mile national. Romero now has the point title but from second through 20th there will and can be many changes depending on the outcome of Ascot and Oklahoma City.

It is the third time in the past four years that a Triumph rider has captured the Grand National title.

The Sacramento mile and fairgrounds will be torn down later this year but J.C. Agajian is now working to obtain the new mile oval at the new Fairgrounds at Sacramento.

(Results on page 24)

Cycle News North

THINGS GO SMOOTHLY FOR EASTSIDE EVENT

By Patrice Kenyon

ALVISO, CALIF., Sept. 6, 1970 — The Eastside M.C. ran their second race of the season in their usual fast and efficient way. Despite quite a few complaints about the track, things went very smoothly.

The main events started off with Dave Lewis' win in the 100 Novice class. He had no problem at all from start to finish while Ron Alshop and Jim Ferguson fought for their second and third place trophy positions.

Mike Menesini kept his Kawasaki out in front until the checkered flag in the 100 Amateur class. Owen Golway rode Mike's rear wheel the whole race, but finally settled for a comfortable second ahead of Don Franco.

Picking up a first in the 200 Amateur class was John Dawson. Rob McChesney worked hard for second place coming clear from sixth in only four laps.

Doug Jamison and Jim Casey looked as though they were out for blood as they fought back and forth in the 250 Novice race. On the last lap of the race, Jamison kept the gas on just long enough to inch ahead of Casey for the win. Tom Kpriva finished off the trophy positions for third place.

Chalk up another win for Steve Foster. The 250 Amateur just seems to have a knack for taking home first place trophies as he proved again Sunday. Roger Brunel rode a good race for second with Mike Burleson third.

The 250 Experts jetted off the line and into the first corner was cool and calm John Gennai coming out ahead. Mike Renslow and point leader Jim Foley rode hard and fast, but just couldn't catch Gennai. Their positions stayed the same clear up through the checkered flag.

Honda rider Larry Schutz won the 500 Am. with very little struggle. Bob Rickerts stayed in a safe, comfortable second while Sherwin grabbed third.

As the racing season gets nearer to a close the Expert points are the thing to watch.

Bill Bourgeois got a good start in the 500 Expert, followed by John Greene and Bill Calicura. On lap four, Bourgeois went wide just a bit, but it was enough for Greene to get by. From then on positions didn't change.

Craig Godwin won another 650 Amateur Main Event on his super tuned Triumph. It won't be long before we'll be seeing him in the Expert class. Ron Talbot and John Brumond, also Triumph mounted, turned in fast rides

for the runner-up positions.

It was a very excited milkman who won the 650 Expert class. Phil Ray, part time race and full time milkman, turned in a very fast and consistent ride to win the Main Event. Jerry Chadim, Wheeler Gresham and Dan Hughes put on equally exciting rides as they swapped positions lap after lap.

First it would be Ray, Chadim, Hughes, Gresham; next lap it would be Ray, Gresham, Hughes, Chadim. On checkered flag lap they finally sorted themselves out, making it Ray, Chadim, Gresham and Hughes.

The Eastside club is planning another race at Alviso in the near future. They have already started drawing up ideas on how to best improve the track for both the riders and spectators.

(Results on page 22)

Gennai Gets Vallejo Win

By James E. Brammer

VALLEJO, CALIF., Sept. 11, 1970 — John Gennai ran away from the 250cc Expert class riders in the Sportsman TT races at the Vallejo Speedway Friday night. Leading wire to wire he had a quarter-lap lead over Dennis Robinson by the end of the eight-lap final. Jim Foley moved up through the pack in the early laps crashing in an attempt to pass Robinson for second. Foley then remounted and continued the race to finish fifth.

John Green stayed in front of Foley by a matter of inches throughout the 500cc Expert class to win. Bill Trumbull finished third. Green and Foley are competing for the number "1" title in the district with defending titlist Foley having a slight lead in the current standings.

Bill Budde won the final race Friday night, the 650cc Expert class, riding a Triumph. The 650cc class awarded two trophies so Budde's points for that race were three. One more point than the number of trophies given up to a four trophy event. If there are five or more trophies given in a race, the winner gets points equal to the number of trophies; second gets one less point than the winner; third one less than second, etc. (Results on page 24)

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Kevin Henry leads the pack, on his way to a 125cc victory at the regular night motocross at Hangtown.

Water Can In Sky Greases MX Track

By Larry Montgomery

PLACERVILLE, CALIF., Sept. 4, 1970 — The great water can in the sky greased the track at Placerville during practice and caused numerous spills, but by racing time, the track was in perfect condition and there was none of the usual dust. With many of the local seniors in Europe or in Southern California, Juniors Steve Pestoni and Tom Madlem had a field-day.

Pestoni spilled while leading the first moto of 125cc Senior and dropped to third, but easily won the second and third motos to get the overall win on his Sachs; ahead of Madlem on a Penton and Mike McGowan on a Bultaco.

The trio did battle again in the 250cc Senior event, with Tom getting the overall win, still on his Penton. Mike got a second on his Husky.

The 500cc Senior class was an easy sweep for Greg Hubbs (Mai), with Martin DeVries second on a Husky.

In Division I of 125cc Jr. action,

Chuck Clark (Duc) won one moto and placed second in the other two to beat out Steve Doll and Gary Ceo. Kevin Henry easily won all three motos of Division II on his Yamaha. Gregg Nibbelink was second, Rick Clement third.

Glenn Fulcher won the second and third motos in 250cc Junior-Div. I after starting the first moto with no gas in his CZ. The two finishes were enough to give him third overall behind Rick Starr (Oss) and Wendall Snider (Yam) who dualed closely through all three motos.

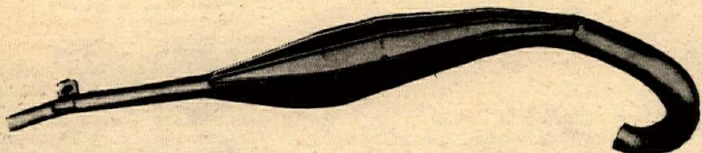
Division II went to Ross Westphal on a Montesa ahead of the Yamahas of Jack Mitchell and Randy Pean.

Carl Roderick put his Maico out of sight of the rest of the pack in all three motos of Open Junior, trying hard to erase the embarrassment of the 125cc class, in which he rode a very sick Yamaha. Scott Gerhardt finished second on a CZ and Bob Hanson was third on a Husky.

(Results on page 24)

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Bast Scores Sacramento Grand Slam

Story & Photos by Dennis Greene



SACRAMENTO, CALIF., Sept. 12, 1970 — National Champion Steve Bast scored his first grand slam victory by winning the Handicap Heat, Semi, and Main, Scratch Heat, Semi, and Main, and ripped off a good win against Rick Woods in a Special Match.

The debut for Speedway racing at the Cal Expo Rodeo Arena in Sacramento was dampened by a bitingly cold wind and a poor surface. But the fans' enthusiasm for their introduction

to Class A Speedway racing was more than gratifying to the new promoters Gus and Al Lauer.

The new surface presented some old problems in handling. Rick Woods caught a rut for his second fall of the year, Scott Autrey fell an uninjured victim to the rough surface, and several of the other riders suffered similar fates.

The only other opportunities for first position were in the Consolation events, the Handicap going to John Fishburn, and Scratch to Wild Bill Cody.

The climax of the evening was a mad scramble by the riders for payoffs, followed by a dash to the nearest airport for southbound planes to compete in Sunday's races at San Gabriel.

(Results on page 24)

Cal-Am Hosts First Of Series

By Larry Montgomery

WOODLAND, CALIF., Sept. 6, 1970 In a shady grove of oak trees along the Sacramento River, Cal-Am Raceway hosted the first round of a two race motocross series Sunday. A dry wind had dried out the track severely and dust was a problem, obscuring the racer's view on some parts of the course towards the end of the day. Many of the spectators beat the heat and dust with a drip in the nearby swimming pool.

Chuck Goodrich on a Sachs swept all three motos of 125cc Novice Division I. In the first moto, Bill Grossi worked up from a fourth place to press Chuck and take second. In the second moto, Bill led for three laps, then lost several places and in trying to move back up, bumped into Kevin Henry's rear tire and fell off. He did not start the third moto. Gary Davis got second place on a Sachs.

Doug Little took Division II on a Pento, with Bob Sorenson placing second on an Eagle. Bob Moore (Sachs) took Amateur honors, winning one moto overall in the combined 125cc Am-Ex. race. Jim Monegan won the other two motos and first in the Expert class on a Hodaka.

Ray Hinson won the third moto and the overall title in 250cc Division I after the winner of the first two motos, Glenn Fulcher, got wrapped up in the rubber band in a messed up start. Fulcher ended up with second overall

and Mike Nick was third. All three rode CZ's.

Dave Langnor rode his AJS to ridiculous victories in each moto of Division II, putting hundreds of feet between himself and the rest of the pack on each lap. Second went to Darrel Haskins (Oss) and third to Ross Westpahl (Mon).

Amateur Eddie Brown won two motos overall on his Bultaco in the 250cc Am-Ex. race to win his class, with the Expert title going to Stan Stanton on a CZ.

R. H. Shilling (Mai) won two motos to take the Open Novice class with Bill Schaffer finishing second on a CZ and Dillon Cook third on a Maico. In the Open Am-Ex. race, Expert Greg Hubbs won his class by winning two motos. Martin DeVries (Hus) won the other moto and the Amateur class.

A grudge race between rival clubs, the Polka Dots and Dirt Diggers North will highlight the second round, to be held at Ca-Am on September 20.

(Results on page 24)



Stan Stanton, winner of the 250 Expert class, leads 250 Amateur winner, Eddie Brown.

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Foreign Riders Visit Chico Saturday Event

By J. Noffsinger

CHICO, CALIF., Sept. 5, 1970 — Eighty-seven riders put on a program with 43 events here Saturday evening before a capacity crowd here to witness several riders from Oregon, along with the usual riders from the Santa Rose and Sacramento areas competing with the local riders.

There was a lengthy delay at intermission as track officials found the north corner of the track breaking apart. They took the extra time to make the corner safe for the avid riders in the main events. One has to congratulate Dick McAfee for his efforts in providing the best track conditions available for short track racing in the North state area.

Rollen Eskew began the evening off by coming from dead last to secure first

place just at the flag from Jerry Francis in the 100cc Handicap Main. Jerry really had his Honda hauling, however superior power was not to be denied in this case.

Ron Alves followed by winning the 200cc Handicap Main. Lowell Moural held off a fast closing Joe Allen, and Dick Turner to win the 250cc Handicap Main. Moural leads in points in this class and stretched his lead with this win over Turner, who was out for a few weeks with bike trouble.

High geared Suzuki mounted John Grant had a time keeping his revs up in the 100cc Scratch Main. However, he held off Larry Smith to win.

It was a runaway for Jim Hubbard in the 200cc Scratch Main.

Joe Allen rode perhaps his best race yet here in securing the lead and win from Dick Turner in the 250cc Scratch Main. Turner had the lead when Allen passed on the inside straight using the superior power of his Bultaco, and then held on for his life. Turner, who perhaps rides harder, was pressing constantly on the outside in both corners. Allen managed to hold him off and won by one-half bike length.



Indian M/C Inc. has taken a lease with renewal options on a 15,000 sq. ft. industrial facility at 1535 W. Rosecrans Blvd., Gardena. Alan Newman (left) says the lease includes a large storage yard and the facility. It will become the national headquarters for assembly and distribution. In foreground are two types of motorcycles which will be assembled here.



John Green (6) leads Jim Foley (1) in 500cc Expert final of Sportsman's TT races Friday night.

Powell Takes Santa Rosa

By James E. Brammer

SANTA ROSA, CALIF., Sept. 12, 1970 — Russ Powell from San Anselmo lost his lead twice in the 250cc Expert final to Joe Henry from Sacramento before blasting by on the final lap to win the sportsman's short track at the Chris Beck Arena at the Sonoma County Fair Grounds. Powell started with the lead. Henry was third. In three laps Henry had moved into second and then kept his front wheel on the inside forging ahead to secure the lead on two

occasions. Powell gave way and then charged by on the last lap.

Tom Fleming (201G) on a Harley-Davidson from Santa Rosa won the 125cc Novice final to move into the lead for the track's point contest. Throughout the season he had been tied with Bob Cummings. Now Cummings and Al Silva are tied for second. The point awards will be made on the final race night of the year, October 3. The next race is September 26.

(Results on page 24)

Jorgenson Wails At Triple M

By Vi and Lucky Kirby

MARYSVILLE, CALIF., Sept. 5, 1970 — Kurt Jorgenson on his 'trusty' Yamaha wailed at Triple 'M' tonight like one wouldn't believe. In the 250 Novice heat, he placed first and repeated some of the same action in the Main. He fell, dropping to the back of the pack; then he flew, literally! Passing cyclists like they were standing still; then wham checked flag for first.

Also with some more fantastic maneuvering he managed to score again in the 'Super Main'. The Super Main consisting of all classes, and all size machines is always an exciting race and tonight was no exception.

It was a 25-lap event, with no mishaps and plenty of action. The first three riders, Jorgenson, Chuck Goodrich and Joe Carando sure put on a show. It was close all the way; but Jorgenson took it. Goodrich, placing 2nd, rode extremely well, as he too, is a novice

and rides a 125cc Sachs.

Goodrich also placed first in his 125cc Novice class showing some really great riding ability. Managing to hold the third in the Super Main was Joe Carando, a rider from the 200cc Novice class who mounts a Bultaco. He, too, placed first in his division tonight. Placing fourth in the Super Main was Allan Jensen, a 250 Novice rider, on a Yamaha.

There wasn't much competition in the 100/125/200 Amateur, but Larry Fry (Kaw) and Bultaco rider Dan Hack (first time at Triple 'M'), sure had a tight race. Although Fry took first, he really had to ride hard because Hack was riding him all the way.

Placing in two events is another novice rider, Wayne Young of Beale Air Force Base. Young placed third in the 100cc class and second in the Open Novice class. He rides a Honda in both classes.

(Results on page 24)

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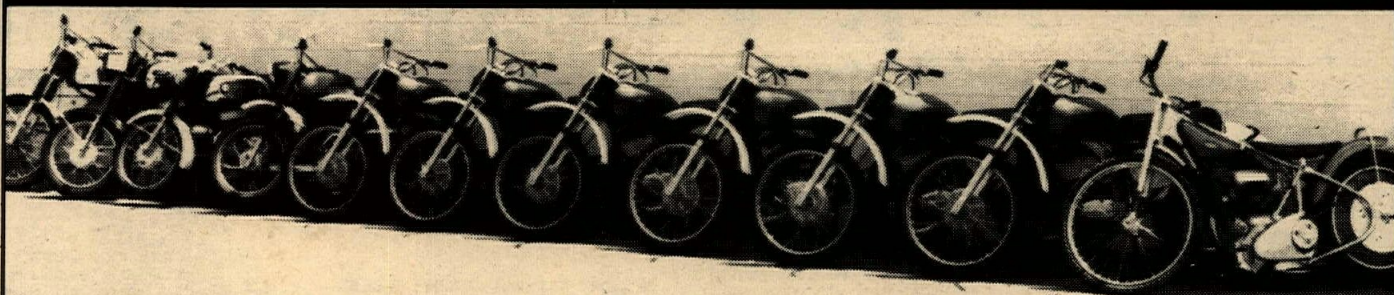
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Nicholas Streaks To Ascot Half-Mile Win

GARDENA, CALIF., Sept. 11, 1970 — For the past month everything at Ascot, well nearly everything, has been Jody Nicholas and his Norton. Friday night he scored his third sweep of the year in the big bore division.

A light entry, due to many riders heading for Sacramento early, found the Experts and Amateurs running as one class for the first time this year.

Nicholas again posted the fast time trial and was the only rider in the 22 second bracket. Amateurs Freddie Edwards and Don Emde tried to shoot down the ex-pilot in the heat race with both actually holding Jody for more than two of the five laps. Then the Norton horsepower took over and went on for the win.

Terry Dorsch upset the Experts in the second heat race but Shorty Seabourne came back in the third heat to regain the honors for the Experts.

Emde again tried on Nicholas in the trophy dash but pulled second with Jody winning the dash for the third time in the last five weeks. Seabourne ran third with Carl Patrick in last place.

Everybody was out to stop Nicholas in the final with Jody fifth at the end of the first lap and third at the end of two. Seabourne was off to a perfect start and held the lead to the end of lap six before Nicholas got by for the lead.

Then Emde came on strong to run wheel to wheel with Shorty in an attempt to break up the Norton one-two with his BSA 650. The promising Amateur grabbed second and held it until the eleventh lap before Seabourne, who is noted for his late lap drives, got back in to take second for the second straight week behind his teammate on the Allison Nortons.

Emde held third with Dorsch topping veteran Expert, Glen Adams, for the number four spot.

Gary Scott won his 15th straight heat race in the Novice class but the Yamaha rider had no one to race with in the final. Once again mechanical troubles knocked point leader Kenny Roberts out of contention.

Roberts was leading his heat race and a sure winner until forced to the sidelines for about the sixth time this season. Al Baker, Tom Vardeman and Andy Skeel joined Scott as heat race winners.

Scott was in front all the way in the final with Mike Lane, Baker and Loyal

Penn chasing. The first four across the line were Yamahas and only Roberts and his Suzuki appear to be the stoppers on the many Yamahas running up front each and every Friday night.

The somewhat mild entry list in recent weeks will be no more. This coming Friday and Saturday night, and the rest of the season, will be top name riders all the way.

About 150 riders will be in action this Friday night on the TT course with 125 official entries already in for the Saturday night national half mile.

The 12th annual half mile features every Expert in the top 20 in the national point standings. Many of the nation's ranking riders will compete both nights but all is riding on the big one Saturday night.

(Results on page 24)



Don Federson Productions, producers of the nationally-televised weekly CBS series, "Family Affair", has shown Steen's, Inc. that mini-bikes are as claimed, a "family affair."

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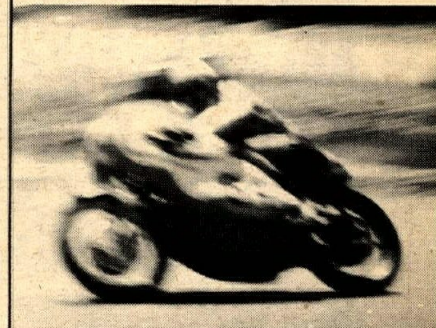
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Steve, Mike...Now Harlan Bast

By Mike Capalite
Photos by Dennis Greene

COSTA MESA, CALIF., Sept. 11, 1970 — The action was fast and furious Friday night at the Orange County Fairgrounds as the end of the season grows near and the race for the point lead narrows down between the top four riders.

The crowd-pleaser of the night was a mini-bike race during intermission between Rick Woods, Bill Cody, Sonny Nutter and Mike Konle. Riding four brand new Honda '70' trail machines supplied by Herb Friedlander Imports, the machines were evenly matched. Rick Woods took the lead off the line, but in the last lap Bill Cody was able to wrest the lead away from him and come across the line a bike length ahead.

The match race between John Fishburn and Larry Shaw was about an even match as you could ask for as they traded the lead back and forth four times in two laps with Shaw figuring to have the lead coming out of the last corner for the finish, but the machine didn't cooperate as he drifted wide and Fishburn took him on the inside for the win.

Billy Grey almost added another Second Division Main Event win to his credit as he took advantage of a spill by Steve Gresham who was leading to move up into the lead from third position. This was a short lived glory as his old



Greg Haserot finds going rough as he's sandwiched between Mike Baston the outside and Bill Cody on the inside in Handicap Consolation action.

the tapes, he was bound and determined to take this Main as the disqualification had knocked him out of the Scratch Main. Steve's uncle, Harlan Bast, using the advantage of a 10-yard handicap, jumped into the lead into the first corner with Gresham and Scott Autrey right behind him. Don Cullum dove in with them and came out right behind Harlan in second spot.

Scott Autrey got a little too anxious to get around Graham and as they got tangled together Scott crashed which put him out of the running.

Back in the pack, Steve Bast had gotten around Sonny Nutter and had started to work his way up through the rest of the riders. With Cullum running in second, Steve and Sonny both got under Terry Graham as they stormed into the last lap.

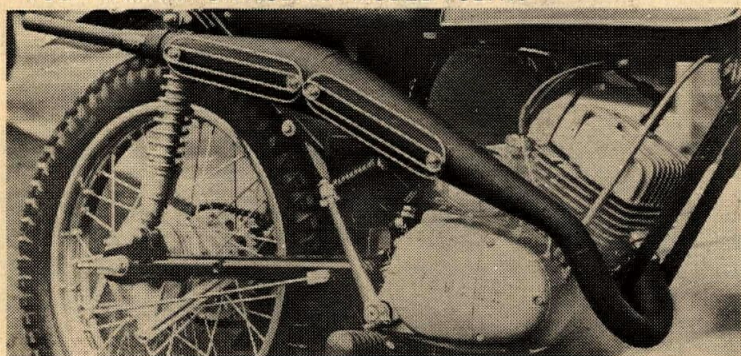
Coming into the last corner, Steve had moved into second and was charging to get his uncle Harlan who had held the lead all the way and as he came out, he drifted against the wall which slowed down his drive and while they powered for the line, positions changed. Harlan finished first with Steve second and Sonny Nutter third. Graham was able to move into the fourth slot dropping Cullum back to fifth.

In the Scratch Main, Rick Woods pulled a repeat of his win last week as he drew the pole position and used it to his advantage to garner the lead coming out with Sonny Nutter right behind him followed by Larry Shaw and John Fishburn. Woods was leaning on it all the way as Nutter was taking the inside line trying to get under him, but Woods was getting too much wheel to the ground and was pulling down the chutes. As the race went into the last lap, they were still as they started but stretched out as Rick took the checkered flag on the rear wheel with Sonny right behind him pushing all the way. These riders are getting in as much racing as they can as the championship riders from overseas will be here soon with World's Champion Ivan Mauger topping the list of imports.

(Results on page 24)

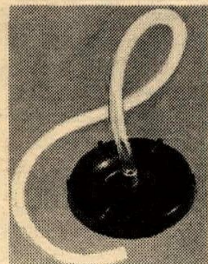
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#1932 ... 250cc RT-1 high pipe	\$49.95

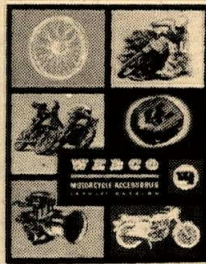
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nemesis, the wall, came out to meet. Coming up against the outside wall has a tendency to dig the footpeg into it and slow the rider down and before Bill could get away from the wall, he found himself in the third place spot again with Jim Castor and Jimmy Stein in front of him. Castor was riding a good consistent race and was able to hold back Stein's bid for the lead and when the checkered flag dropped it was Castor, Stein, Grey, Chuck Hatcher, Larry Earhart and Gresham.

In the Handicap Main Event, Steve Bast was all determination as he had been disqualified in the scratch semi along with his brother Mike for breaking

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Sanders Takes Three

By Eddie Smith

SOUTH GATE, CALIF., Sept. 10, 1970 — Bob Sanders rode to victory three times Thursday night at Trojan Speedway by taking two trophy dashes and the main event in the 100 class on his Kawasaki. He also won the 100 TT trophy dash and the 100 flat track dash hands down.

Sanders' main win was in the 100 TT Main. He took the lead right off the line with Joe Monohan on a Yamaha and Tommy Horton on a Kawasaki challenging him for the lead. Sanders held them off as Horton got by Monohan for the second spot.

Horton, mounted on his Morgan's Kawasaki sponsored by K&W Products, was the winner of the 100 flat track main. Sanders got his bike off the line

first and held the lead until turn four of the first circuit when Horton got inside of him and took over the lead as they came down the front straight. Horton held on to the lead for the win with Sanders close behind him. Mark Revels on a Kawasaki took third.

Ron Powell mounted his Bultaco to win the 250 TT Main. Powell, also K&W sponsored, got the jump over the rest of the field coming off the line. He then started putting ground between himself and the second place rider Bob Byers on a Yamaha. Byars came in second with Dan Carlton putting his Ossa third and Danny Hockie fourth. Byars, Carlton, and Hockie put on a good battle for the second spot.

In the 250 flat track Main Event Mike Arambike throttled his Ossa into turn one first but did not hold onto the lead very long as Powell put his Bultaco down low and took over the lead going down the back chute. Powell then built up a sizeable lead and hung on to win. Gary Anderson placed second with Arambide taking third.

Paul Wilde was the winner of the 125 TT Main. Wilde jumped into the lead coming off the line and just kept his Yamaha way out in front the entire race. John Doyon placed second with Raymond Wunno grabbing third.

In the 125 flat track Main Event, Rich Kovns mounted on a Bultaco took the lead going into turn one and held on for the win. Kovns was pressed hard by Jim Tabler until the last turn of the race when Tabler lost it and took to the dirt. Mark Revels then took second with Bob Young third.

Hockie won the 250 TT trophy dash challenged by Powell the entire race. It looked like it was going to be a photo finish until the last turn when Powell hit some mud and slid about 20 feet with his bike on top of him. Powell was not hurt in the mishap.

Anderson won the 250 flat track dash mounted on his Bultaco; Kovns won the 125 flat track on a Kawasaki; and Larry Bird won the 125 TT trophy dash.

(Results on page 24)

Spice Best Left On Perris Shelf

By Elaine Jones

PERRIS, CALIF., Sept. 12, 1970 — The Burtons, owners of the Perris track, tried to add some spice to the life of the riders by reversing the course. After the first moto the riders voted by a small margin to go back to the regular way of doing things and so the spice was quickly shelved.

Cary Tanner and Tony Denius did the change partner bit with Tony blowing it when he unloaded riding the reverse course and pulled a fourth. He did come back to take two firsts but Cary's first and two seconds gave him the win. Paul Lass was third. In spite of dropping it on the reverse course Tony at the trophy presentation told the riders they should give something new a chance and learn how to ride any track forward, backward and sideways, especially if they want to be good riders. He proves his point by his own reputation.

(Results on page 24)



Scott Smith Sweeps

Story & Photos by Rich Hoffman

ORANGE COUNTY SPEEDWAY, Sept. 11, 1970 — Scott Smith (Yam) took full charge Friday night at the third in a series of 10 weekly races sponsored by H.R.L. Lubricants.

Scott won all four trophy dashes; his only real challenger came in the 250cc TT Trophy Dash when Carroll Heiland (Oss) led for several laps. He also won five of the six main events.

Smith started with the 125cc TT with Steve Flowers (Yam) the first Novice finisher. His next win came in the 250cc TT where Vic Hannan (Kaw) placed second. Vic also placed second in

the 350cc-500cc TT and 350cc-500cc S.T. behind Scott

John Balaam (AJS) was the only rider to stay ahead of Smith winning the 250cc Short Track on his Moto-X set-up AJS.

H.R.L. Lubricants are promoting the series of 10 races, which include T.T. and Short Track. The Seniors will vie for cash while the Junior Division will receive trophies for their efforts. Starting next week one trophy will be awarded for every three entries in the Novice class. There will also be "Series End Money", and Mr. H.R.L. will be in charge of the trophy presentations.

(Results on page 24)

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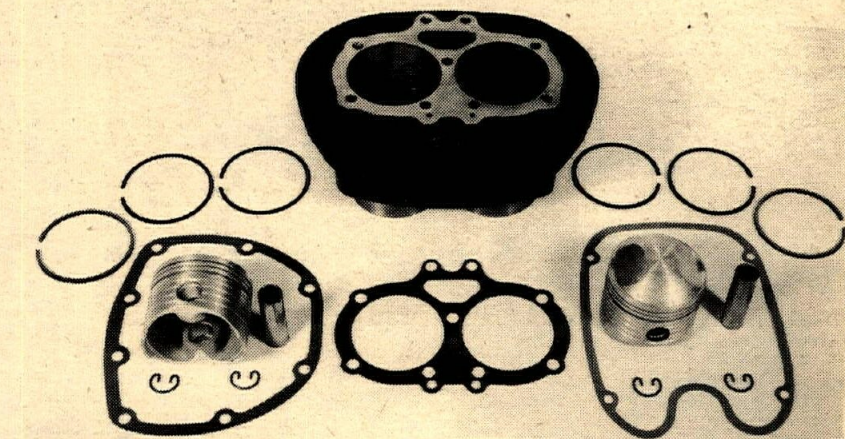
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350 BIG HORN**

Results

TT SCRAMBLES

Willow Creek, Calif.
Sept. 5, 1970
By James W. Shipley

100cc NOVICE	Kirk Fator
Gene Smith	Mark Legarra
100cc TROPHY DASH	Larry Fryar
125 NOVICE	Pat Richter
Bill Whitlow	Dennis Axelson
125cc T.D.	Pat Richter
100-125cc AM/EX.	William Richter
Alan Thompson	Danny Tompkins
100-125cc T.D.	Danny Tompkins
200cc NOVICE	Terry Matson
Dean Scioquist	Bob Maraviov
200cc T.D.	Terry Matson
250cc NOVICE	Robert Collins
Lynn Buerer	John Morrison
250cc T.D.	John Morrison
250cc AMATEUR	John Frey
David Cherry	Mike Wilson
250cc AM. T.D.	John Frey
250cc EXPERT	Whitey Marx
Gary Thompson	Rick Berquist
250cc EX. T.D.	Whitey Marx
350cc OPEN NOV.	John Flemming
Clarence Oliver	John Morrison
350cc OPEN NOV. T.D.	Clarence Oliver
350cc OPEN AM.	David Cherry
Sonny Knutson	Jay Stradley
350cc OPEN AM. T.D.	Mike Wilson
350cc OPEN EX.	Harvey Crews
Bob Bellino	350cc OPEN EX. T.D.
Harvey Crews	

MOTOCROSS

Rapid City, S.D.
Sept. 7, 1970
By Ron Schneiders

125cc CLASS	Mary Knudtson H-D Baja
Lynn Crow	Noel Burke
175cc CLASS	Rex Conrad
Gary Satterlee	250cc CLASS
Ron Rathman	Mark French
Bob Polkinghorne	360cc CLASS
Mary Knudtson	Paul Caffey

PNTA TRIALS

August 9, 1970
Coeur d'Alene, Idaho

EXPERT		Pts.	Pts.
Dan Amon	Mon	12	14
Leon Wilbanks	Bul	14	9
Neil Hinton	Mon	18	9
Ted Berry	Bul	30	
Ray Rumbolz	Bul	60	
AMATEUR - 250cc			
Dave Cline	Gre	33	8
Vernon Poe	Bul	56	2
Dave Gumm	Cot	57	1
Bill Norton	Yam	57	8
Duane Poe	Mon	60	2
Bob Kopp	Bul	65	
Quinton Gregory	Bul	84	
Sam Fletcher	Bul	91	
LeRoy Thomas	Bul	137	
AMATEUR - 125cc			
James Calhoun	Hon	37	3
Whitey Hartman	Hod	41	6
Mike Brown	Yam	45	15
Weldon Gorham	Hod	50	
Randy Clark	Hod	52	
Woody Groom Jr.	Hod	56	2
Leistritz (Mike)	Hon	72	
John Larsen	Bul	75	
John Simmet	Sac	90	
Bob Kopp	Sac	94	
Darrell Triber	Pen	97	
Willard Fried	Hod	119	
Rick Rice	Sac	137	
NOVICE - 250cc			
Jim Hamby	Bul	17	3
Dick Schwarz	Gre	48	2
Mike McAllister	Bul	69	6
Jack Callen	Mon	72	
Gary Williams	Bul	78	
Wally Collins	Bul	79	
Les Cunningham	Bul	83	
Jack Hordeman	Gre	91	
Ron Lemery	Gre	92	
Les Shepard	Oss	109	3
Galen Freed	Yam	117	
Jack Tibbitts	Yam	120	
Doug Bailey	Yam	121	
Larry Newton	Bul	132	
NOVICE - 125cc			
Chuck Wells	Hod	34	3
Phil Hamby	Hod	44	2
Ed Chesnut	Bul	49	1
Larry Widner	Yam	50	3
Scott Amon	Hod	63	
Steve Norton	Hod	79	
Max Wells	Hod	79	
Bill Rogers	Hon	83	
Bryon Haasch	Hod	84	
Dan Smith	Hon	89	
Jerry Kessler	Hod	91	
Woody Purvis	Hon	100	
Ned Paffile	Hon	108	
Dale Morris	Hon	112	
Rick Haworth	Hod	114	
Mike Hughes	Yam	116	
Steve Lindquist	Hod	119	
Russ Paffile	Hon	134	
Roy C. Wilson	Hod	141	
Lee Lindquist	Hod	148	
Bob Sandav	Hon	158	
Orlin Gravelle	Yam	163	

PINE RIDGE ENDURO

Chadron, Nebraska
August 6, 1970
By Ron Schneiders

1st OVERALL	Lloyd Thomsen
OPEN CLASS	Russ Ballard
Dave Doll	Waymann Wild
250 CLASS	Dennis Blundall
Duane Dobesh	Mike Hissam
175 CLASS	Jack Miller
Tom Sims	John Stumph
125 CLASS	Roy Norgaard
Gary Dodd	Pete Crites
100 CLASS	Tim Jensen
Mel Kokes	Emory Scherbarth

TT SCRAMBLES

Elsinore, Calif.
Sept. 5, 1970
By Lorri Lee

POWDER PUFF	L. Fuller
V. Conley	K. Bochart
I. Byrnes	MINI
M. Granberg	S. Egli
S. Miller	100 NOV.
C. Markley	R. Douglas
G. Edge	125 NOV.
D. Walder	E. Burton
K. Throneberry	100 NOVICE
C. Fruchey	R. Maahs
L. Mellgren	D. Edger
250 NOV. 1 MAIN	R. Parson
M. Lund	S. Gailliot
250 NOV. 2 MAIN	M. Arrambide
J. McDaniel	G. Whitehead
350-500 OPEN NOV.	D. Emmons
E. Parker	E. Carlson
100 EXPERT	C. Fruchey
R. Milner	R. MacEwen
100 EXPERT	C. Fruchey
R. Milner	R. MacEwen
125 EXPERT	D. Gualda
L. Bird	D. Johnston
250 EXPERT	H. Cheetwood
D. Butterfield	D. Arrambide
S. Gailliot	350-500 OPEN EX.
V. Hannon	J. Sprague
D. Emmonds	D. Tudor
SPEC.	J. Sprague
V. Hannon	D. Tudor
T. Gillespie	125 NOVICE
T. Flynn	R. Dobbins
G. Kauffeld	

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Placerville, Ca.
Hangtown Speedway
Sept. 4, 1970

125 JR. DIV. I	Chuck Clark
Steve Doll	Gary Coe
125 DIV. II	Kevin Henry
Gregg Nibbelink	Rick Clement
125 SR.	Steve Pestoni
Tom Madlin	Mike McGowan
250 JR. DIV. I	Rick Starr
Wendall Snider	Glenn Fulcher
250 DIV. II	Ross Westphal
Jack Mitchell	Randy Pean
250 SR.	Tom Madlin
Mike McGowan	OPEN JR.
Carl Roderick	Scott Gerhardt
Bob Hanson	OPEN SR.
Gregg Hubbs	Martin DeVries

ACA FLAT TRACK & STEEPLECHASE

South Bay Speedway
San Diego, Calif.
Aug. 30, 1970
By Rod Eschenburg

FLAT TRACK	125cc DASH
Gary Scott	125cc MAIN
Scott Autry	Gary Scott
Steve Nichols	Marc Barbani
Scott Smith	Jim Brockman
250cc DASH	Gary Scott
250cc MAIN	Mike Lane
Wayne Hosaka	Gary Scott
Doug Hamman	Kevin Stafford
Ward Ring	OPEN DASH
Gary Scott	OPEN MAIN
Wayne Hosaka	Fred Edwards
Gary Scott	Vic Hannan
Al Baker	Ray Vanderpool
STEEPLECHASE	125cc MAIN
Earl Roloff	Steve Nichols
Scott Smith	Wayne Hosaka
Jim Brockman	Hank Scott
250cc MAIN	Gary Scott
Wayne Hosaka	Sal Peluso
Scott Smith	Mike Myers
Johnnie Apple	OPEN MAIN
Gary Scott	Al Finan
Ray Vanderpool	Dick Mills
John Sprague	Vic Hannan

MOTOCROSS

Lake Tahoe, Calif.
Aug. 30, 1970
By W. Herbert Schenk

100cc NOVICE	Brian Meiers
Harry Jophson	Phil Bermhardt
Danny Olsen	Tom Bogette
100cc AMATEUR	Larry Fry
125cc NOVICE	Dean Sullivan
Tom Stehlik	Dennis Bergey
Doug Harrison	Loren Olsen
200cc NOVICE	Mike McGowan
Brad Clayton	John Eiche
Jerry Green	250 NOV. - DIV. I
Robt. Harshbarger	Keith Honev
Bob McGarry	B. Brinkworth
250 NOV. - DIV. II	Richard Schilling
Ben Sanchez	Nathan Sciacqua
Fred Manning	250 AM/EX.
Mike McGowan	Robert Noble
Jim McClinton	OPEN NOV. - DIV. I
Daniel Fodge	Fred Denhart
Elvon Hoskins	OPEN NOV. - DIV. II
R. Harshbarger	Richard Schilling
Bruce Hanson	OPEN AMATEUR
Martin DeVries	

CAL-AM MOTOCROSS

Woodland, Ca.
Sept. 6, 1970
By Larry Montgomery

125cc NOV. DIV. I	Chuck Goodrich
Gary Davis	Kevin Henry
Rick Clement	125cc NOV. DIV. II
Doug Little	Bob Sorenson
Dean Sullivan	Danny Turner
125cc AMATEUR	Bob Moore
Tom Madlem	125cc EXPERT
Jim Monegan	250cc NOV. DIV. II
Dave Langnor	Darrel Haskins
Ross Westphal	Jim Anthony
250 NOV. DIV. I	Ray Hinson
Glenn Fulcher	Mike Nick
250 AMATEUR	Eddie Brown
Chris Willems	Larry Batistoni
250cc EXPERT	Stan Stanton
Steve Young	OPEN NOVICE
R.H. Shilling	Bill Schaffer
Dillon Cook	David Scott
OPEN AMATEUR	Martin DeVries
Carl Roderick	OPEN EXPERT
Greg Hubbs	

SCRAMBLES

Triple M Speedway
Marysville, Calif.
Sept. 5, 1970
By Vi & Lucky Kirby

100cc NOVICE	Dale Stetler
Bert Clark	Wayne Young
Jon Prince	125cc NOVICE
Chuck Goodrich	Jim Stewart
Kenneth Fairchild	Stan Johnson
200 NOVICE	Joe Carando
Mike Knouse	Morris McCaslin
Mark Hill	100/125/200 AM.
Larry Fry	Dan Hack
250 NOVICE	Kurt Jorgenson
Darrell Haskins	Gary Feddersen
Marvin Remakel	Allan Jensen
250 AMATEUR	Randy Pean
Chuck Giese	Joel Krick
OPEN NOV-AM.	John Sasman
Wayne Young	Sherman Johnson
Larry Gower	SUPER MAIN
Kurt Jorgenson	Chuck Goodrich
Joe Carando	Allan Jensen

SPEEDWAY STANDINGS

As of Sept. 6, 1970

Bill Cody	214	3810
Sonny Nutter	204	3710
Rick Woods	166	3520
Larry Shaw	183	3000
Mike Konle	176	2570
Stu Morley	157	2180
Steve Bast	77	1480
D. Gildehaus	124	1450
L. Heinselman	145	1450
Mike Bast	94	1440
J. Fishburn	124	1400



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TT & FLAT TRACK
Torjan Speedway
Sept. 10, 1970
By Eddie Smith

TROPHY DASHES

100 TT
Bob Sanders . . . Kaw
125 TT
Larry Bird
250 TT
Dann Hockie . . . Oss
100 FT
Bob Sanders . . . Kaw
125 FT
Rich Kovns . . . Kaw
250 FT
Gary Anderson . . . Bul
MAIN EVENTS
100 TT
Bob Sanders . . . Kaw
Tommy Horton . . . Kaw
Joe Monohan . . . Yam
Paul Wilde Yam
Bob Hosford . . . Suz
Wally Jones Suz
125 TT
Paul Wilde Yam
John Doyon Yam
Ray Wunno Bul
Wally Jones Suz
Scott Sivadge . . . Yam
Ron Pgh Yam
250 TT
Ron Powell Bul
Bob Byars Yam
Dan Carlton Oss
Dan Hockie Oss
Gary Anderson . . . Bul
Mike Arambide . . . Oss
100 FLAT TRACK
Tommy Horton . . . Kaw
Bob Sanders . . . Kaw
Mark Ravels . . . Kaw
Joe Monohan . . . Yam
Frank Baldozier . . . Hod
Bob Hosford . . . Suz
125 FLAT TRACK
Rich Kovns Bul
Mark Revls Kaw
Bob Young Yam
Ray Wunno Bul
Jon Everton Yam
Dale Hopkins Yam
250 FLAT TRACK
Ron Powell Bul
Gary Anderson . . . Bul
Mike Armbide . . . Oss
Dan Hockie Oss
Dan Carlton Oss
Pat Murphy Bul

MAIN EVENTS

100 TT
Bob Sanders . . . Kaw
Tommy Horton . . . Kaw
Joe Monohan . . . Yam
Paul Wilde Yam
Bob Hosford . . . Suz
Wally Jones Suz
125 TT
Paul Wilde Yam
John Doyon Yam
Ray Wunno Bul
Wally Jones Suz
Scott Sivadge . . . Yam
Ron Pgh Yam
250 TT
Ron Powell Bul
Bob Byars Yam
Dan Carlton Oss
Dan Hockie Oss
Gary Anderson . . . Bul
Mike Arambide . . . Oss
100 FLAT TRACK
Tommy Horton . . . Kaw
Bob Sanders . . . Kaw
Mark Ravels . . . Kaw
Joe Monohan . . . Yam
Frank Baldozier . . . Hod
Bob Hosford . . . Suz
125 FLAT TRACK
Rich Kovns Bul
Mark Revls Kaw
Bob Young Yam
Ray Wunno Bul
Jon Everton Yam
Dale Hopkins Yam
250 FLAT TRACK
Ron Powell Bul
Gary Anderson . . . Bul
Mike Armbide . . . Oss
Dan Hockie Oss
Dan Carlton Oss
Pat Murphy Bul

100 FLAT TRACK

Tommy Horton . . . Kaw
Bob Sanders . . . Kaw
Mark Ravels . . . Kaw
Joe Monohan . . . Yam
Frank Baldozier . . . Hod
Bob Hosford . . . Suz
125 FLAT TRACK
Rich Kovns Bul
Mark Revls Kaw
Bob Young Yam
Ray Wunno Bul
Jon Everton Yam
Dale Hopkins Yam
250 FLAT TRACK
Ron Powell Bul
Gary Anderson . . . Bul
Mike Armbide . . . Oss
Dan Hockie Oss
Dan Carlton Oss
Pat Murphy Bul

SPEEDWAY

Orange Co. Fairgrounds
Sept. 11, 1970
By Mike Capalite

MINIBIKE RACE

Bill Cody Hon
Rick Woods Hon
Sonny Nutter Hon
Mike Konle Hon

MATCH RACE

John Fishburn . . . Jaw
Larry Shaw Jaw
3rd DIV. MAIN
Tom Church JAP
Harry Brown JAP
Larry Chase Jaw
Doug Ferrel Jaw
Dan Willits JAP
Warren Roberts . . . JAP

HANDICAP CONSOL.

Rick Woods Jaw
Larry Shaw Jaw
Bill Cody Jaw
John Fishburn . . . Jaw
Mike Bast Jaw
Greg Haserot . . . Jaw
2nd DIV. MAIN
Jim Castor Jaw
Jimmy Stein JAP
Billy Grey JAP
Churck Hatcher . . . Jaw
Larry Earhart . . . JAP
Steve Gresham . . . Jaw

HANDICAP MAIN

Harlan Bast Jaw
Steve Bast Jaw
Sonny Nutter Jaw
Terry Graham Jaw
Don Cullum Jaw
Scott Autrey JAP
SCRATCH CONSOL.
Steve Bast Jaw
Bill Cody Jaw
Mike Bast Jaw
D. Gildehaus Jaw
SCRATCH MAIN
Rick Woods Jaw
Sonny Nutter Jaw
Larry Shaw Jaw
John Fishburn . . . Jaw

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Sonny Nutter Jaw
Larry Shaw Jaw
John Fishburn . . . Jaw

SCRATCH MAIN

Rick Woods Jaw
Sonny Nutter Jaw
Larry Shaw Jaw
John Fishburn . . . Jaw

MOTOCROSS
Cyclesports Park
Houston, Texas
Sept. 6, 1970

0-100cc NOVICE

Richard Nutt . . . Pen
Tim Watson Hod
Mark York Hos
Cush Farina Suz

100-125cc NOVICE

Rex Davis Sac
Mike Frerichs . . . Pen
Gene Campbell . . . Yam
Mike Brown Pen

126-250cc NOVICE

Don Rainey Hus
Calvin Klein Yam
Richard Melvin . . . Yam
Lee Trent Suz

251-OPEN

William Easter . . . BSA
Mike Murski Hus
Mickey Ferrell . . . CZ
John Johnston . . . Mai

0-125cc EXPERTS

Fred Hanna Yam
Charlie Bishop . . . Yam
Bryan Fox Pen
Guy Odum Pen

126-250cc EXPERT

Bob Graham Mai
Gregg Graham . . . C-Z
Wayne Jones Hus
Bill Malloy C-Z

251-OPEN

Bob Graham Mai
Jake DeBoe C-Z
Curt Brennan Hus
Mike Calbreath . . . Mai

MOTOCROSS

Lehi, Utah
Sept. 7, 1970
By Larry Knop

MINIBIKES

Mike Fowler Mav
Chris Larson
100B
Brad Wilson
Dave Parker Pen
L. Walker Hod

100A

Bryan Shafer Yam
Frank Myers Suz
Jerry Davis Yam
Dick Shira Pen

125B

Sam Shafer Yam
Jim Cramer Pen
Jim Caffall Yam
125A
Lee Rasmussen . . . Pen
Warren Spencer . . . Yam
Ted Cooley Pen
Leroy Fisher Eag

175

Kevin Croft Yam
Jon Henry Yam
Ted Strong Yam
Bob Spencer Hon

250B

Gordon Clark Mai
Mark Hughes Yam
Randy Harding Hus
250A
Steve Burgess Hus
Sam DeAngelis Hus
Kerry Fowler Hos
Craig Smith Hos

OPEN B

Don Wilson Mai
Dave Spencer Hon
Reed Hansen Yam
OPEN A
Don Ruller Yam
Preston Gerber Hus
J. Christiansen Hus
Dennis Packard Hus

TT SCRAMBLES

Perris, Calif.
Sept. 11, 1970
By Elaine Jones

100cc NOV. DIV. I

Mike DuBont Kaw
Tom Jarnagan Kaw
Bob Weeks Kaw
100cc NOV. DIV. II
Bill Dobbs Kaw
Randy Douglas Kaw
Vic Wensley Yam
125cc NOV.
Greg White Yam
Scott McGregor . . . Yam
Rick Rowe Yam
250cc NOV. DIV. I
Jim Barnes Yam
Steve Brewer Yam
Terry Sparks Hon
250cc NOV. DIV. II
Walt Foster Bul
Everett Harvey Bul
Tom Sainagan Kaw
NOV. MOTO
Mark Bailey Hon
Gene McKinney Riv
Richard Bair Tri
A/E MOTO
Paul Lambert Yam
Ken Lee Bul
Doug Mason Yam

MINIBIKE A

Howard Kline Jr. . . . Yam
Steve Sisco M-M
Jack Markley
MINIBIKE B
Wade Kirchmeyo Tac
Donald Keeling Zeb
David Livingston Hon

HALF-MILE

ABC Wide World of Sports
Invitational Race of Champions
Louisville, Kentucky
Sept. 12, 1970

NOVICE

Bill Schafer Bul
Larry Vetter Kaw
Frederick Deye Bul
AMATEUR
Ron Butler Tri
John Skinner BSA
Dennis Palmgreen . . . Tri
EXPERT
Larry Palmgreen . . . Tri
G. Dusenberry BSA
Royal Sherbet BSA
Robin Martin Tri
Mert Lawwill H-D
Jack Warren Nor

ABC Wide World of Sports

Invitational Race of Champions
Louisville, Kentucky
Sept. 12, 1970

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Jack Warren Nor

AMATEUR

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John Skinner BSA
Dennis Palmgreen . . . Tri
EXPERT
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G. Dusenberry BSA
Royal Sherbet BSA
Robin Martin Tri
Mert Lawwill H-D
Jack Warren Nor

EXPERT

Larry Palmgreen . . . Tri
G. Dusenberry BSA
Royal Sherbet BSA
Robin Martin Tri
Mert Lawwill H-D
Jack Warren Nor

TT SCRAMBLES
Adelanto, Calif.
Sept. 13, 1970

50 MOTO

Lawrence Lewis . . . Yam
Bill Ritchey Suz
Rod Sexton Suz
100 AM-EX. MOTO
Richard Sweaney . . . Kaw
Steve Nichols Yam
Tommy Horton Kaw

125 NOV. MOTO

Mark Lassila Yam
David Gailliot Bul
Larry Thompson Yam
125 AM-EX. MOTO
Ron Tobey Yam
Dan Daigh Yam
Jim Connolly Bul

175-200 AM-EX. MOTO

Steve Pondexter . . . Bul
Dennis Voll Bul
Jay Lewis Bul
100 NOVICE MAIN
Bob Farmer Kaw
Mark Revels Kaw
Mike Laney Hod

SWEEPSTAKES-Sm. Bike

Bob Roberts Suz
Ron Tobey Yam
Richard Sweaney Kaw
Bob Farmer Kaw
250 NOVICE MAIN
Hal Cheetwood Bul
Steven Galliot Bul
Dan Quick Yam

250 AMATEUR MOTO

Chet Burt Bul
Bob Greenstreet Bul
Gary Anderson Bul
250 EXPERT MOTO
Larry Taylor Bul
Danny Hockie Oss
Karl Wilson Bul

250 SWEEPSTAKES

Chet Burt Bul
Larry Taylor Bul
350-500 OPEN NOV. MAIN
Alan Karschner Tri
Richard Gino Yam
Herbert Matthews Tri

350-500 OPEN AM.

Gary Tanner Mai
Bob Greenstreet Bul
Richard Oneal Tri
350-500 OPEN EX.
Jim Connolly Gre
Steve Nichols Yam
Glen Brunson Bul

350-500 OPEN SWEEP.

Jim Connolly Gre
Alan Karschner Tri
Gary Tanner Mai

TT SCRAMBLES

Perris, Calif.
Sept. 11, 1970
By Elaine Jones

100cc NOV. DIV. I

Mike DuBont Kaw
Tom Jarnagan Kaw
Bob Weeks Kaw
100cc NOV. DIV. II
Bill Dobbs Kaw
Randy Douglas Kaw
Vic Wensley Yam
125cc NOV.
Greg White Yam
Scott McGregor Yam
Rick Rowe Yam
250cc NOV. DIV. I
Jim Barnes Yam
Steve Brewer Yam
Terry Sparks Hon
250cc NOV. DIV. II
Walt Foster Bul
Everett Harvey Bul
Tom Sainagan Kaw
NOV. MOTO
Mark Bailey Hon
Gene McKinney Riv
Richard Bair Tri
A/E MOTO
Paul Lambert Yam
Ken Lee Bul
Doug Mason Yam

MINIBIKE A

Howard Kline Jr. . . . Yam
Steve Sisco M-M
Jack Markley
MINIBIKE B
Wade Kirchmeyo Tac
Donald Keeling Zeb
David Livingston Hon

HALF-MILE

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Invitational Race of Champions
Louisville, Kentucky
Sept. 12, 1970

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EXPERT
Larry Palmgreen . . . Tri
G. Dusenberry BSA
Royal Sherbet BSA
Robin Martin Tri
Mert Lawwill H-D
Jack Warren Nor

AMATEUR

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John Skinner BSA
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EXPERT
Larry Palmgreen . . . Tri
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Royal Sherbet BSA
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Jack Warren Nor

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Jack Warren Nor

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EXPERT
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G. Dusenberry BSA
Royal Sherbet BSA
Robin Martin Tri
Mert Lawwill H-D
Jack Warren Nor

S.C.T.A. TRIALS
Saddleback Park, Ca.
Sept. 13, 1970

MASTER

Bob Nickelsen 16
Bob Grove 22
Rich Bledsoe 24
Kevin Wlaker 31
Gary Davis 32

EXPERT

Victory Conaway . . . 33
Dale Ranta 42
Tim Hickox 43
Richard Elaney 46
Danny Kiedrowski . . . 51

SPORTSMAN SHORT

TRACK
Santa Rose, Ca.
Sept. 12, 1970
By James Brammer

100cc NOV. FINAL

W. Meesenburg Yam
Jim Coates Hon
Dennis Drew Hon
Jim Wison Kaw

250cc NOV. FINAL

Tom Fleming H-D
Al Silva, Jr. Yam
175cc NOV. FINAL
Jerry Simpson Oss
Ron Kessler Yam

250cc NOV. FINAL

Steve Knecht Bul
Terry Otton Bul
Chuck Brown Bul
250cc NOV. FINAL
Kim Seldler Bul
Keith Haskins Bul

250cc NOV. FINAL

Larry Birkhofer Oss
Paul Warne Bul
250cc AM. FINAL
Steve Deckard Suz
Mike Whiteside Bul

250cc EX. FINAL

Fenn Pervier Bul
Jerry Cochran Mon
250cc EX. FINAL
Russ Powel Bul
Joe Henry Bul
Mike O'Brian Bul
Greg Hubbs Oss

SPORTSMAN TT

Vallejo Speedway, Ca.
Sept. 11, 1970
By James Brammer

100cc NOV. FINAL

Jim Coates Yam
W. Meesenburg Yam
Gary Rider Hon
125cc NOV. FINAL
Dan Leet Yam
Albert Silva Jr. Yam

175cc NOV. FINAL

175cc NOV. FINAL
Jerry Simpson Oss
Jeff William Yam
200cc NOV. FINAL
Steve Knecht Bul
Terry Otton Bul

250cc NOV. FINAL

250cc NOV. FINAL-A
Tom Fiori Bul
John McIlmoyle Bul
Milt Jacobsen Oss
250cc NOV. FINAL-B
Corky Swadley Oss
Ken Carl Bul

350cc NOV. FINAL

350cc NOV. FINAL
Dennis Cummings Hon
Greig Fambrini Hon
500cc NOV. FINAL
Mark Lane Tri
K. Van Delinder Bul

500cc NOV. FINAL

500cc NOV. FINAL
Gary Woldi Bul
Bob Cummings
650cc NOV. FINAL
Dave Russell Tri
Pat Lane Nor

200cc AM. FINAL

200cc AM. FINAL
Rick Lewis Bul
Terry Bland Bul
Marv Augustine Oss
250cc AM. FINAL
Larry Drew Bul
Lee Shepherd Oss

350cc AM. FINAL

350cc AM. FINAL
Max Hall Hon
Dayne Taylor Hon
500cc AM. FINAL
Brian OO'Hagen Mon
Fenn Pervier Bul

650cc AM. FINAL

650cc AM. FINAL
John Bordon Tri
Dave Faria Tri
250cc EX. FINAL
John Gennai Bul
Dennis Robinson Bul

250cc EX. FINAL

250cc EX. FINAL
Russell Powell Bul
Bill Budde Bul
Jim Foley Bul
500cc EX. FINAL
John Green Mon
Jim Foley Bul

650cc EX. FINAL

650cc EX. FINAL
Bill Budde Tri

SHORT TRACK & TT
ACA Orange Co. Speedway
Sept.

(Continued from page 2)

GRAND PRIX by Four Aces M.C. at Willow Springs. Take Hwy. 14 to Rosamond, turn left and follow Rosamond to track. \$8.50 entry, limited. AMA sanct. District 37 pts. Entry closes Aug. 27. Send to Gary Reichenback, 17900 Duncan St., Reseda, Cal. 91335. Post entry \$50. Free admission. Info: (213) 353-9669.

INTERNATIONAL TOUR at 5th Annual Ensenada Cycle Tour. Signup Fri. 6-9 p.m. or Sat. 8-11 a.m. at Mexican Auto & Motorcycle Insurance Office, 660½ E. San Ysidro Blvd., San Ysidro, Cal. on Interstate 5. Mail entry \$3.75 closes Sept. 21 to Terrapins M.C., 4010 Thorn St., San Diego, Cal. 92105. Post: \$4.50.

SUNDAY, SEPT. 27

TT SCRAMBLES by Far West M.C. and Six Rivers Racing Assoc. at Redwood Acres Fairgrounds, east end of Harris St. in Eureka, Cal. Day races.

CMC MOTOCROSS at Carlsbad. \$5 mail entry to CMC, Box 1402, Costa Mesa, Cal. 92626, closes Sept. 22. Post entry \$10. Gates open at 7:30 a.m.; racing at 10. 3 No. plates.

MOTOCROSS at Arlington Moto Park in Arlington, Texas. Admission \$2.50, entry fee \$1.50 for beginners, \$3 for pro. Info: (817) 262-3825.

HARE 'N' HOUND by Firebirds M.C. at Eureka, Utah. Lined from Eureka to Jericho. Entry \$5, signups close at 10:30 a.m., racing at 11. AMA and SRA sanct. Info: Firebirds M.C., Box 17, Eureka, Utah, 84628.

BENEFIT SCRAMBLES by Stockton and Golden Eagles M.C.s at San Joaquin County Fair Grounds in Stockton with all proceeds to San Joaquin Assoc. for Retarded Children. \$2.50 to ride or watch. Signup and practice 8:30-11:30 a.m., racing at noon. Special side-hack race.

HILLCLIMB by Hillclimbers Assoc. at Cycle Hills, Gilroy, Calif. Signups close at 11. \$2 admission plus \$1 to ride. Info: (408) 262-9386.

TT RACING at Huntington Beach Cycle Park by HRA. \$2.25 members, \$2.50 non-members. Three correct HRA number plates or ride Expert. Signup 9-10:30. 7561 Talbert. Info: (714) 897-4458.

SPEEDWAY RACING at San Gabriel Valley Speedway, 4900 Rivergrade Rd., Irwindale, Calif. 1/5 mile oval track. Racing begins at 3 p.m.

CALENDAR

SHORT TRACK, lightweight, by Monterey Rams M.C. at Monterey County Fair Grounds. AMA sanct. Admission and entry \$2.50. Signup at 8 a.m., practice at 9, racing at noon.

WEDNESDAY, SEPT. 30

MOTOCROSS at River Ridge, 2 mi. E of Zillar, Wash. Turn at "Teapot" service station, follow markers. \$1 entry. Racing 7-dark.

TT & FLAT TRACK at Orange Co. Speedway. Gates open at 6, sign up closes at 7:30. Racing at 8. ACA sanct.

THURSDAY, OCT. 1

CMC MOTOCROSS at Ascot Park, Gardena, Calif. Gates open 5:30 pm, 1st race at 7 pm. CMC membership and three readable number plates required.

TT AND FLAT TRACK at Trojan Speedway, South Gate, Calif. 100, 125, and 250cc classes. Gates open 6 pm, 1st race at 7:30 pm. Info: (213) 923-9132.

FRIDAY, OCT. 2

SHORT TRACK at Orange County Speedway. Jr. and Sr. trophies, cash. Gates open at 6 p.m., practice at 7, first race at 8.

HALF MILE RACES at Ascot Park. New rooster tail track. Adults \$2.95, Juniors \$1, under 8 free.

SPEEDWAY RACING at Orange County Fairgrounds in Costa Mesa. 8 pm.

SCRAMBLES by Hi Hats M.C. at Vallejo Speedway. AMA sanct. \$2 per rider per bike. Class C traction. Signup 5-6:45 p.m., practice 6-7, racing at 8.

MOTOCROSS at Hangtown Speedway, El Dorado County Fairgrounds, in Placerville, Calif. Trophies for Jrs; cash for Srs. Signup 5:30 to 7 p.m., racing at 7:30.

SATURDAY, OCT. 3

SCRAMBLES by Hayward M.C. at Hayward Speedway.

EUROPEAN MOTOCROSS at Hangtown Speedway, El Dorado County Fairgrounds, Placerville, Calif. Races begin at 7:30. Admission \$2, Entry \$2 (Jr.), \$4 (Sr.) Jrs. ride for trophies, Srs. for cash. Info: (916) 622-0209.

TT RACING at Elsinore Race Track. Gates open at 3, races at 7:30. Off Hwy 71 in Elsinore, Calif.

SAT. & SUN., OCT. 3 & 4

INDIO TOUR by Pacific Coasters M.C. and the Indio Chamber of Commerce at Riverside County Fair. Mail entry \$3.50 closes Sept. 27. Post \$4. Under 12 is \$3. No official start, no check points. Finish and sign-in at National Date Festival Fairgrounds, Hwy 111, Indio, Cal. Mail entries and info: Pacific Coasters M/C Inc., 4236 Feather Ave., San Diego, Cal. 92117.

SUNDAY, OCT. 4

BENEFIT ENDURO for M.O.R.E. by Conejo Trail Riders, lined from Frasier Park, near Gorman. Three man teams and single rider entries. Limited to 200 riders. Mail entry \$4 per rider advised, \$5 post. Starts at 8 a.m. 70 mile course; spark arresters a must. Proceeds to M.O.R.E. Info: (213) 347-4974 or (213) 883-8077.

MINI ENDURO CHAMPIONSHIP and ATV by MBERA 20 miles E. of Lucerne Valley, lined from Hwy 18 and Old Women Springs Rd. Info: (714) 828-3790 after 6 p.m.

DIRT TRACK NATIONAL at Fairgrounds Speedway, Oklahoma City, Okla. 20 laps for AMA National Points. Final race of circuit.

MOTOCROSS by Cascade M.C. 2 miles W. of Bend, Ore. on Oil Shevlin Park Rd. Opens at 10 a.m., races at 1 p.m.

SHORT TRACK, lightweight, by Monterey Rams M.C. at Monterey County Fair Grounds. AMA sanct. Admission and entry \$2.50. Signup at 8 a.m., practice at 9, racing at noon.

MOTOCROSS by HRA at Huntington Beach Cycle Park. Mail entry \$3 to PO Box FA, Westminster, Cal. 92683 by Sept. 30. Post entry \$6 from 8-10 a.m. Three HRA number plates required or ride Expert. 7561 Talbert, ¼ mile W. of Beach. Info: (714) 897-4458.

SPEEDWAY RACING at San Gabriel Valley Speedway, 4900 Rivergrade Rd., Irwindale, Calif. 1/5 mile oval track. Racing begins at 3 p.m.

ENDURO by CERA. 200 mi. World Championship lined from Lucerne Valley. On Hwy 18 E of Victorville. Entry \$10, post \$15 with \$2 deductible for CERA members. Team entry add \$1 per rider. Mail to CERA, Box 2101, Cypress, Ca. 90630. Post entry closes at 5 a.m. Oct. 4. All entries must be with 2 legal size, self-addressed stamp envelopes. Position drawings at The Safari, E of Brookhurst on Lincoln in Anaheim, Sept. 21 at 8 p.m. Limited entry.

MOTOCROSS Championship for Calif. by EBRA in Ensenada, Mex. No cards needed. Mail \$3 entry to PO Box 731, Ensenada, Baja, Mex. \$5 post. Camping on beach with pract. Sat. and racing Sun. at 10:30. Info: 83237 in Ensenada, Mex.

MOTOCROSS by Hi Jinx M.C. at Perris Raceway. Admission \$1.50; entry \$3.50. Pract. at 8:30, racing at 9:30. 20% trophies, 3 No. plates req. 3 20-min. motos. Mail entry to 20903 Alburdis Ave., Lakewood, Ca., 90715. Info: Tom (213) 865-4508, or Ron (714) 527-2457.

FRIDAY, OCT. 9

TT RACES at Orange County Speedway. Jr. and Sr. trophies, cash. Gates open at 6 p.m., practice at 7, first race at 8.

SATURDAY, OCT. 10

SCRAMBLES by Hayward M.C. at Hayward Speedway.

HARE 'N' HOUNDS CHAMPIONSHIP by Checkers M.C. starts at Lucerne and Yucca Valley, covers approx. 170 miles. AMA sanct., District 37 pts. Lemans start. Limited mail entry of \$4.25 to Checkers M.C., 1329 N. Hollywood Way, Burbank, Calif. Each rider bring a toy for USMC Toys for Tots. Info: Skip at (213) 848-6627.

SUNDAY, OCT. 11

SHORT TRACK, lightweight, by Monterey Rams M.C. at Monterey County Fair Grounds. AMA sanct. Admission and entry \$2.50. Signup at 8 a.m., practice at 9, racing at noon.

TT RACING at Huntington Beach Cycle Park by HRA. \$2.25 members, \$2.50 non-members. Three correct HRA number plates or ride Expert. Signup 9-10:30. 7561 Talbert. Info: (714) 897-4458.

TRIALS by Bakersfield Pits, at Lake Isabella, 7 mi. E of Isabella Dam on Hwy 178. 1st Annual North-South trial. Signup at 9 a.m., trials at 10. Lined at entrance. Spark arresters req., camping OK but bring water. Info: (805) 871-0632.

FRIDAY, OCT. 16

SHORT TRACK at Orange County Speedway. Jr. and Sr. trophies, cash. Gates open at 6 p.m., practice at 7, first race at 8.

SATURDAY, OCT. 17

SHORT TRACK, lightweight, by Monterey Rams M.C. at Monterey County Fair Grounds. AMA sanct. Admission and entry \$2.50. Signup at 4:30 p.m., Practice 4:30-6:30. Racing at 7:30 p.m.

TOUR by Majestics M.C. of the Colorado River. 2nd Annual Hawaiian Tour. Info: Majestics M.C., 10919 Littchen, Norwalk, Cal. (213) 863-9233, (714) 595-8489.

SUNDAY, OCT. 18

MOTOCROSS Championship for California by EBRA in Ensenada, Mex. No card needed. Mail \$3 entry to PO Box 731, Ensenada, Baja, Mex. \$5 post. Camping on beach with pract. Sat. and racing Sun. at 10:30. Info: 83237 in Ensenada, Mex.

I.R.E FIRST ALL JUNIOR DAY at Bay Mare Sun. Sept. 20th

JUNIORS: This is your chance to race against other Sportsmen at your own level of proficiency. There will be three separate divisions of JUNIORS:
Division 1's — beginners who have raced not more than 5 times.
Division 2's — beginners who have raced more than 5 times and not more than 6 months.
Division 3's — proficient Sportsmen.

SPECIFY ON ENTRY BLANK: DIV. 1, DIV. 2 or DIV. 3

100 JUNIOR

Division 1's [50% trophies. 4 foot trophies to first 3 places
Division 2's [in each division.

125 JUNIOR

Division 1's [50% trophies for finishers. 4 foot trophies to first 3 places
Division 2's [in each division.
Division 3's: CASH PURSE

250 JUNIOR

Division 1's [50% trophies for finishers. 4 foot trophies to first 3 places
Division 2's [in each division.
Division 3's: CASH PURSE

OPEN JUNIOR

Division 2's [50% trophies for finishers. 4 foot trophies to first 3 places
in each division.
Division 3's: CASH PURSE

IRE information:
International Racing Enterprises
13902 Hamlin St.
Van Nuys, Calif. 91401
(213) 780-0051

Mail Entry: \$5.00
No Penalty for Post Entry

J.C. Agajanian PRESENTS ...

20 LAP NATIONAL CHAMPIONSHIP

MOTORCYCLE RACES

PURSE \$6,000

SEPT. 19 8:30 P.M.

GATES OPEN 5:00 P.M. QUALIFYING....8:30 P.M.

ASCOT PARK 183rd VERMONT OFF HARBOR & SAN DIEGO FREEWAYS

Cut this out and present at box office

EVERY FRIDAY AT ascot

HALF MILE \$2100.00

MOTORCYCLE PURSE

RACES 8:00pm

DISCOUNT!!! For each of two people this saves 50¢

The Home Workshop

By Rod Breaker

LOSS OF CLUTCH DISENGAGEMENT ON TRIUMPH TIGER CUB

On the early 200cc Triumph Cub and 150cc Terriers, the right hand outer engine cover had to be removed to install a new clutch cable. Many riders found that after replacing a clutch cable or else after re-assembling the engine after a tear-down, that they were unable

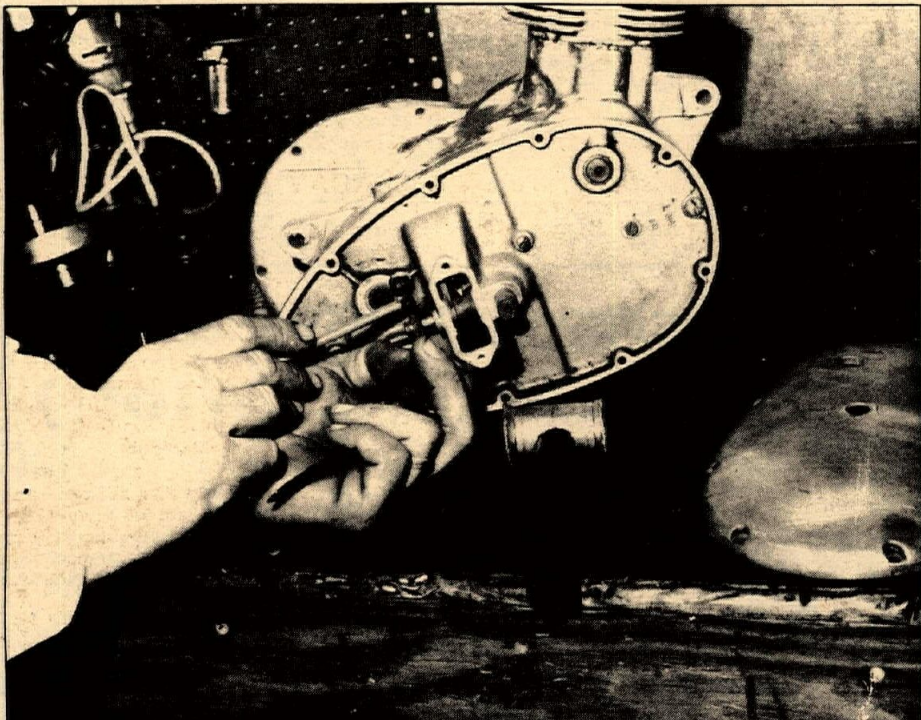
to obtain the proper clutch adjustment. Even by taking all the slack out of the handlebar adjuster and running the adjuster on the clutch pressure plate all the way in, it was still impossible to get the clutch to operate correctly.

The reason for the inability to adjust the clutch usually lies in the fact that there is a small steel ball located in the clutch operating lever which had fallen out when the cover was removed and gone unnoticed by the rider. (This is

usually the problem, but the same situation exists if the clutch push rod is forgotten.)

These steel balls have an uncanny knack for finding inaccessible spots on your garage floor to disappear into and finding them is like finding the proverbial needle in a haystack. If you should happen to lose one of these, don't panic; any 5/32 ball bearing will suffice, these can be picked up at any bearing house, or if there is a Triumph dealer handy, the part number is T-1124. To help prevent losing it again when installing it or if the cover should be taken off again, apply a good packing

of grease into the pocket for the ball on the lever and push the bearing down into it, this will lubricate it and hold it in position as well. When adjusting the clutch, keep in mind that you should back off all the adjustments on the cable first and then start by screwing in the adjuster on the outer clutch pressure plate. This adjuster is right beneath the inspection hole on the clutch plate. This adjuster should be run in lightly until it can be felt that it has taken up all the play in the push rod and then backed off 1/2 turn and locked down. The correct lever adjustment can then be made with the cable adjuster.



Ball pen points to location of oft-times lost steel ball on clutch operating lever of Triumph Cub.

CHILL HITS TRACK

By Elaine Jones

PERRIS, CALIF., Sept. 4, 1970 — The weather turned a little nippy Friday night bringing back memories of just how cold it can get out here. The riders did make up for it with some smooth riding on a track the riders called fantastic.

Vic Hensley started things off with a hard fought win in the First Division of 100cc Novices while Randy Douglas took the Second Division.

B.J. Hayden, after having bike problems his last two outings, made it to the winner's circle as he won the First Division of 125cc Novices. Larry Kosch took the Second Division.

Skip Gallagher rode a smooth, steady race despite a crowded field to win the 250cc Novice Class. Gary Whitehead and Walt Foster had more trouble since

they were back in the pack and had more traffic problems to contend with to gain runner-up spots.

Robert Stone looked more like an Expert than a Novice as he walked away with the Novice Moto. Ken Miller chased him around the track for second with Frank Brook third.

Cary Tanner, following in his father's footsteps, showed the Amateur-Experts what it's all about as he won the Open Class with three straight wins. Chuck Wheat, after problems, got things lined out and took second. Paul Lambert, after being sidelined with a serious illness, showed he hadn't lost his touch as he pulled a third against some fast moving company.

Racing is every Friday and Saturday. Racing starts at eight.

(Results on page 22)

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Mauger Wins Third World Title

Story and Photos by Peter White

WROCLAW, POLAND, Sept. 6, 1970 — Ivan Mauger, whizz New Zealand dirt track rider, has carved an enormous chunk of history by becoming the first man ever to win the Speedway Championship of the World three years in succession. Mauger clinched this magnificent feat with a scorching victory in the 1970 title tilt held here Sunday.

Others have been King of the World on more occasions than the devastating Kiwi. Swede Ove Fundin has held the crown a record five times and fellow countryman Barry Briggs has annexed the trophy four times, but, no one before has managed the hat trick. Three wins in a row. This unique achievement must surely stamp Mauger as one of the greatest speedway riders ever born.

In 1968 he journeyed to Sweden and fought off the world's best riders to take his first Championship win. Throughout last year he was undoubtedly the very best rider in the world: living up to the reputation the title carries to the fullest. He proved this in a gruelling British League season, another immaculate World Final win at Wembley, London, and appearances in America, Australia and New Zealand.

This year it was the same story. Ivan really has been Mr. Perpetual Motion. A human dynamo on the race track. If he drops a point in any race, in any country it is a rarity.

He went to Poland the closest thing to a dead cert. as possible.

There was only one drawback. Poland itself.

In another "first" in the history of the sport, the championship Final was staged behind the Iron Curtain in Communist territory.

This meant an exceptionally hard task for Mauger. First he had to endure three qualifying rounds in England, a semi final, a British Final, a British/Nordic Final and a European Final before qualifying for the big one itself.

Then in Poland he faced six home riders and four Russians. And the East European bloc riders are generally acknowledged as the hardest, roughest, fastest exponents of the art of motorcycle broadsliding in the world today. Not only that, but they know their own tracks like the back of their hands and they are not adverse to team riding even in individual events such as the World Championship to help a compatriot score.

Mauger overcame all this to thrash the pants off the best the rest of the speedway universe could offer.

Apart from the Poles and Russians, Ivan also had to contend with countryman Briggs, Dane Ole Olsen (bound for a season in Australia this winter), Swedes Anders Michanek and Soren Sjosten (Soren being a Belle Vue

teammate of Mauger and third at Wembley last year), Englishman Trevor Hedge and an East German.

Sixteen aces running in 23-packed heats of white hot speedway action.

A crowd of 50,000 gathered at the Wroclaw Stadium to witness the Final.

Mauger emerged triumphant with a maximum of 15 points from his five rides. Not a man could touch him. He was unbeaten.



Second place went to veteran Polish rider Pawel Waloszek with 14 points while Antoni Woryna's 13 points made it two and three for the host country.

Sadly, former champ Barry Briggs was out of touch and came in seventh with seven points. A real disappointment for Briggie who was generally fancied to give the crown a big shake this year.

Best of the Russian contingent was Valeri Klementiev who came in sixth with eight points. The diminutive Soviet speedster was another rider expected to shine following his World Final debut at Wembley in 1969 when he managed to beat Briggs in one race.

Englishman Trevor Hedge had an unhappy meeting. He was leading in his first ride until his engine gave up the

ghost, then in his third ride he was bundled into the fence by Russian Gennady Kurilenko. Hedge took no further part in the contest after that crash and both reserves found themselves in action.

Reserve from the European Final was scheduled to be Ronnie Moore from New Zealand but he failed to recover in time from the broken arm sustained during the European Final at Leningrad, Russia in July. His place was taken by East German Hans Jurgen Fritz. Fritz ended up riding the full meeting in place of Russian Yuri Dubinin who did not arrive.

Polish reserve was Edmund Migos and he too, was afforded a slice of the action when Hedge withdrew from the meeting.

Best of the much vaunted Swedish riders was Soren Sjosten (nine points) and so it goes on....

One fact stands out like a beacon though. The sheer brilliance of Mauger. Ivan the Terrible! That's what he was to those other 15 riders in Poland, make no mistake.

Californian dirt track supporters are well acquainted with Ivan. He has ridden on track in the Los Angeles area the past two years following his championship successes.

Last year he swept all before him at the Orange County Fairgrounds and that included some mighty tough opposition in the form of Briggs, Aussie Jim Airey and Scotsman Bert Harkins.

There is no need to elaborate on his skills. You have seen him for yourself. Suffice to say here is a man blasting his way across the racing scene like no other before him.

Full score chart from the final of the 1970 Speedway Championship of the World appears below:

Ivan Mauger	.....	New Zealand	15
Pawel Waloszek	.....	Poland	14
Antoni Woryna	.....	Poland	13
Soren Sjosten	.....	Sweden	9
Henryk Gluklich	.....	Poland	9
Valeri Klementiev	.....	Russia	8
Barry Briggs	.....	New Zealand	7
Anders Michanek	.....	Sweden	7
Andrzej Wyglenda	.....	Poland	7
Ole Olsen	.....	Denmark	6
Jan Mucha	.....	Poland	6
Hans Jurgen Fritz	.....	E. Germany	5
Valeri Gordeev	.....	Russia	5
Edmund Migos	.....	Poland	4
Gennady Kurilenko		Russia	2
Zygfryd Friedek		Poland	2
Trevor Hedge		England	0



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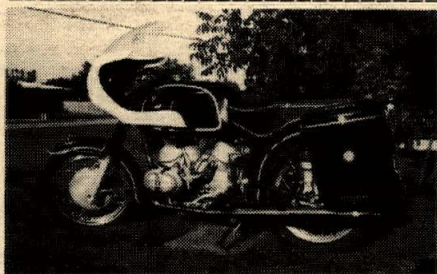
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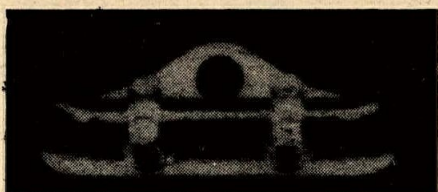
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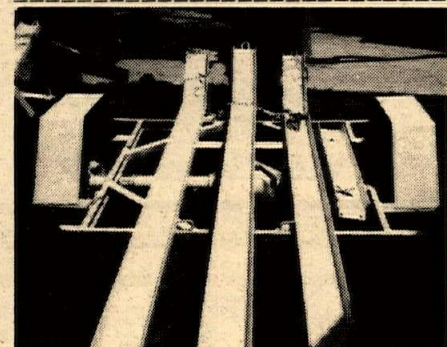
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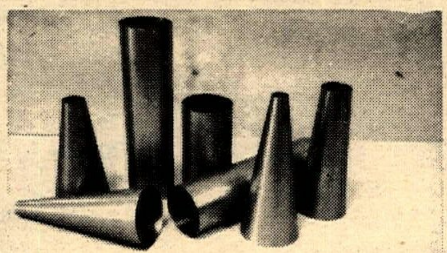
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